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308 • February 1999

Easyriders®

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SEE PAGE 48

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Easyriders®

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This certificate commemorates Easyriders, Inc., becoming a publicly held company. On the twenty-forth day of September, in the year 1998, Easyriders, Inc., trading symbol EZR, was listed on the American Stock Exchange (AMEX.) for the very first time.

Joe Teresi
Publisher

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TakingItEasy

We've probably all had our run-ins or whatever with persistent salesmen, but this one should probably be given some raisin pie for extra effort. He knocked on someone's door and said he was selling speakers. When the guy said he wasn't interested and closed the door, **the salesman took his trusty ax** (Guess he must've kept it hanging from his belt just in case) and hacked through the door. Taking "no" for an answer just wasn't an option for this dude.

A New Zealand biologist and computer animator got together and produced a video depicting the **sex lives of moss plants.** The biologist said, "Plants may not walk around and hold hands the way humans do, but they have ways of bringing eggs and sperm together that are very clever." (When the video hit the stores you suppose there was a waiting list for rentals by ferns?)

While we're on the subject of chow, British cuisine has expanded to include the following tasty-sounding dishes: Stuffed Heart of Seal, Seal Brain, Deep-Fried Flipper, Camel Surprise, Polar Bear Heart au Naturel, Glazed Dormouse, Carvery Cow, **Pan-fried Muskrat,** Six-Stuffing Swan, Hoot Owl Pie, Deep-Fried Rattlesnake, Grizzly on a Stick, and Chunky Kangaroo Tail. I know you animal activists will be up in arms over the list, but the article said that the above is from dead and dying animals. (Great, pass the Camel Surprise.)

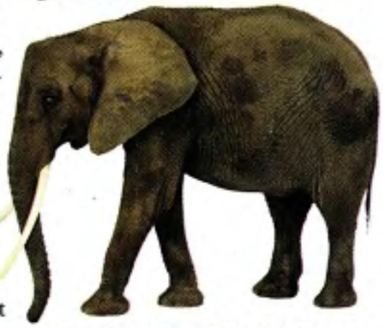
There's a rare condition called Oblomov Syndrome, which is a compulsion to spend years on end in bed. One woman spent 72 years in bed. She began her sojourn after her father refused her permission to marry the man she loved. And here's a case with a different twist. A Russian girl, who caught a mild dose of the flu, was told by her doctor to stay in bed until he returned to give her a **clean bill of health**. But he apparently forgot about her, and she was still in bed 40 years later. In the meantime her mother, who was taking care of her, died. Then a brother took over, but he died too. Finally a doctor took on the case, and it took him seven months to get her back on her feet. (Wonder if she was a blonde.)

And our Walking Cabbage Award goes out to: This guy was hit by a train—he didn't hear the whistle because he was **talking on a cell phone** and covering his other ear to block out the distracting noise. (Probably calling his broker.)

From our "Liver-Quiverin' Fact Department:" There's a lot to be said for the sense of smell. Researchers found that by using the **right sexual scent** they could induce a male crab to attempt to mate not only with a female crab but also with a stone and a tennis ball. They said that although crabs have well-developed vision, the horny crustacean still approached the three bogus targets with great vigor.

A little-known, interesting (?) tidbit: The internal mechanism that makes a man fall asleep and wake up largely **lives in his balls.** (Surprised?)

And you think you have it bad! Here are some bugs and creature fates where sex is involved: As most everyone knows, the female black widow spider eats her partner immediately after sex. The males of several marsupial mice are programmed to **die after mating** (of hemorrhages, stomach ulcers, anemia, and parasitic infestation)—at least they go out with a bang. The poor male octopus's penis is sometimes ripped off during the violent mating ritual. And rhinoceroses have a particularly grueling time. Rhino foreplay involves the male and female beating the crap out of each other for about an hour, often resulting in injury or death. So count your blessings out there!



On the subject of sex, a Thai man was sentenced to 15 years in jail for attempting to have **sex with an elephant.** He was discovered standing on a wooden box, approaching the animal from the rear. He said he thought the elephant was a reincarnation of his wife. (Hell, I think we were married to the same woman.)

The following are some "last supper" requests from about-to-be-executed prisoners: an apple; "whatever's on the menu and **cold lemonade**" (he was given a burger but didn't eat it); a couple boxes of Frosted Flakes and a pint of milk. (Yummy.)

Now for this month's Cannibal Report: A man in a Siberian coal-mining town was arrested after he admitted killing and cutting up a friend and using the victim's flesh as the filling for *pelmeni,* a Russian version of ravioli, which, coincidentally, is the **favorite dish of the Yeltsin family.** The scam was discovered when the rag pickers scavenging through a garbage dump discovered a severed human head. Soon they discovered that the rest of the body had been minced, put into pelmeni, and sold at cut-rate prices in the local market. (Remember, Soylent Green is people!)

The Austrian parliament approved a law that requires husbands to assume half the household chores and child-rearing responsibilities with a recent result where a man won a divorce because his wife didn't use a certain dish-washing detergent. On the other hand, after studying 1,000 women, a sociologist in Paris reported that more than half of the women found housework pleasurable with nearly all who worked in the home saying the work heightened emotion in some way, even erotically. One said she ironed immediately after breakfast to experience **"explosions of joy."** Another became "inflamed with passion by touching the merest dishcloth." (Where do they find the chicks for studies like this and where can we meet them?)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 308 • FEBRUARY 1999

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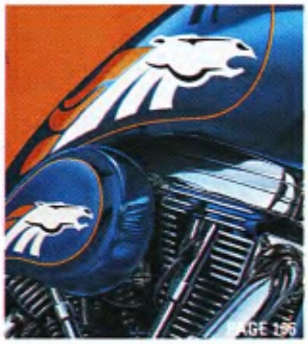

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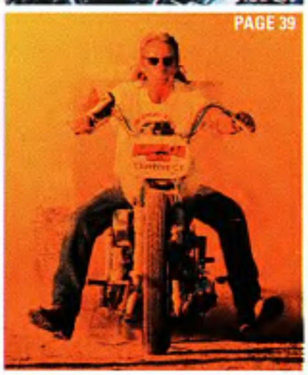

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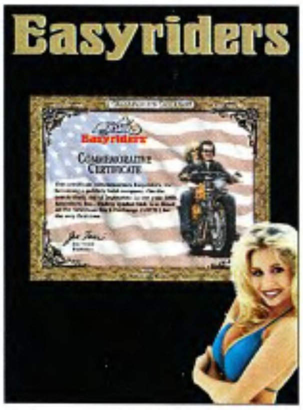

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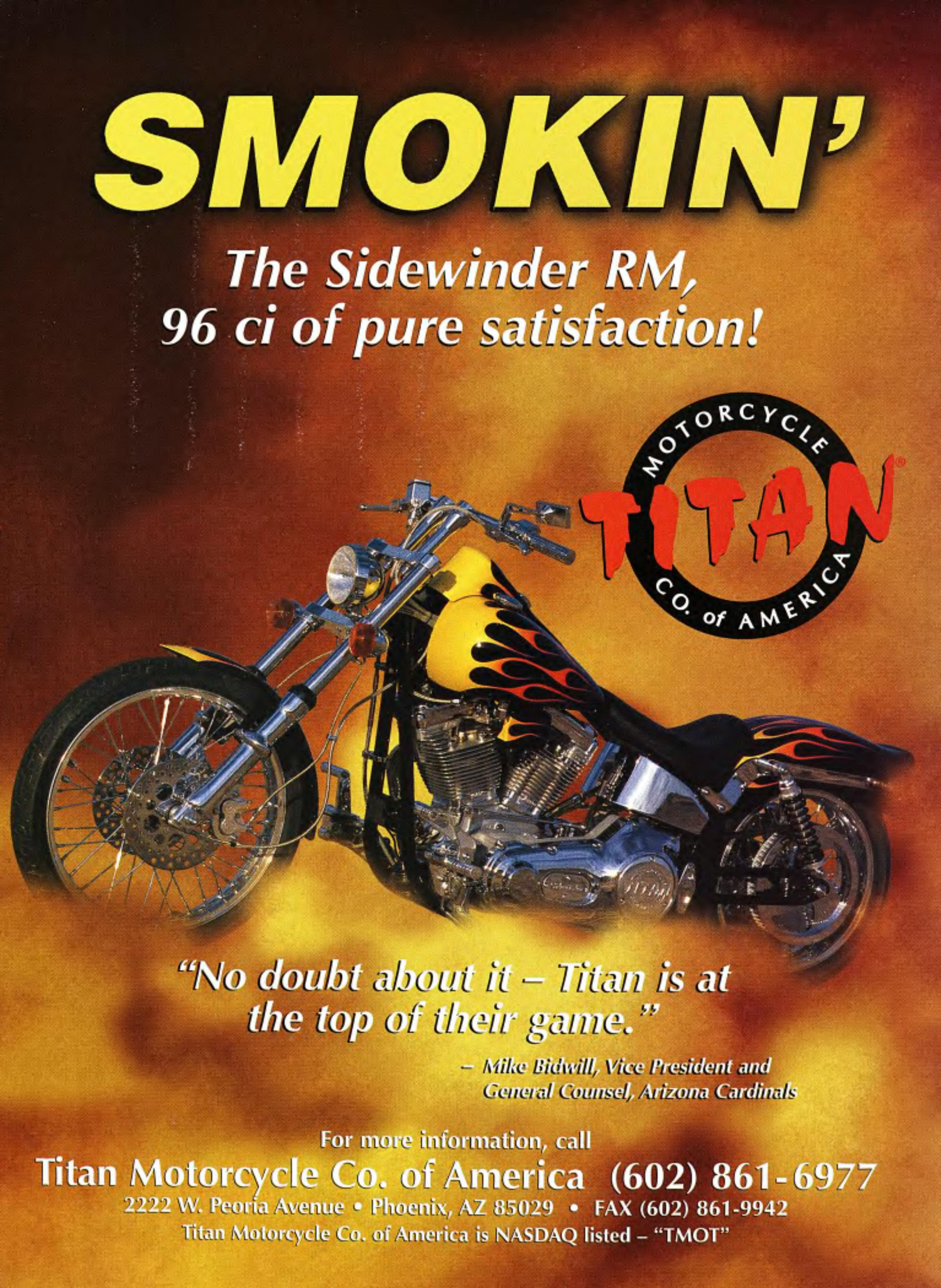
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WordMonger

A Complaint

When you made *Easyriders* with a different binder, you fucked up the second foldout. Now the bike and babe are cut in half and can no way make it to my "Wall of Shame." (I've been wall-paperin' for several years.) Any chance of your freeing up the babes and bikes? (Good example is Jeff Wolfon's Heritage in *Easyriders* #303, September 1998, page 103.)

Here's a pic of *one* of my walls!

Jeff Benson
Potosi, Mo.

Jeff, the reason we do a gatefold every issue is so you can pull it out (the gatefold that is) and stick a babe and a bike up on the wall. Quit bustin' our butts.

You Might Be A Biker

Hey, love the piece in your October issue called "You Might Be A Biker." Let's see more of that.

David Lerman
Miami, Florida

Here are a few from our readers.

You might be a biker ...
If you don't know whether your favorite letters are H-D or T&A.

If you swear your hardtail is better than a hardbelly.

If your idea of "family time" is when the wife and rugrats wash your bike for you.

Leprechaun
Stuck in Korea

If you'd rather read *Easyriders* than sleep with your ol' lady.

Porky
Henderson, Texas

If your ol' lady thinks camping out at Bike Week is a vacation!

Jill Hoffman
Philadelphia, Pennsylvania

If getting dressed up means jeans with less holes and a Harley T-shirt.

If you can list the specs on your bike but can't remember your kid's birthday.

Ray McKinsey
York, Pennsylvania

Looking For "Scooter Gypsies"

I'm looking for information on the "Scooter Gypsies" prints by D. James Edmondson that ran in *Easyriders* from late 1986 to 1990. I need all the prints in excellent shape.

Caretaker
P.O. Box 10108
Daytona Beach, FL 32120

Tank Art

I'd like to know when your next tank art issue is planned. One of your photographers recently took photos of a tank I did for a corrections officer here at the prison at which I'm presently an involuntary, but close to being released, resident. It's the Molly Hatchet album cover on a Kawasaki tank (I know, I know—I just do the artwork).

To see my work in your magazine would be a real mindblower for me.

The man who I think is known as "Crazy Eddie" said it would be in the next tank art issue, but that's all the info I got. Any clue as to when it might appear would be greatly appreciated.

James Coscia
Cresson, Pennsylvania

Who the hell is Crazy Eddie? The next tank art special will be in In The Wind *magazine's May 1999 issue, #93, on sale February 9.*

She's Making Progress

My first ride was on the back of my husband's bike about four years ago. At first our trips and rides were short and not very often. Then he bought a 1996 Heritage Softail, and we immediately started riding several times a week and got involved with a local group of riders.

Every time we got together with other Harley riders, I would notice that there were more and more women riding their own bikes, and it didn't take long for me to consider riding by myself. So I enrolled in a riding class, got my license, and my husband bought me the Harley pictured here as a surprise birthday present.

"If I gotta explain, you wouldn't understand" finally makes sense to me.

Laura Lynne W.
Chesterfield, Missouri

Way to go, Laura.

He's Disappointed

I'm a little disappointed. I thought you'd work a little harder to get a hold of Andrew Zoulay ("Readers' Rides," April '98, pg. 142). There just isn't enough information on his scooter. I waited three months to find out if you would get more info but haven't seen anything yet.

I hate to bitch but his scooter takes my breath away. If you can get more info, please let me know.

Wayland Bradley
Jamestown, North Dakota

No prob, Wayland. Andrew's wild yellow pavement pounder was created by American Dream Machine in New York City and features a wild Bourget's Bike Works Pro Gets frame. Call Bourget's for more info: (602) 230-8600.

A Response

In response to Sheila Rae White in the October 1998 issue—lady, have you ever heard of "freedom of choice?" You have the freedom to pass over that section of the magazine if it offends you or gives you an "inferiority complex."

I doubt very much that the women who posed for the boob guide were threatened if they didn't pose—they exercised their freedom of choice.

Hell, I'm not crazy about fake tits either, so I don't pay much attention to that section of the magazine each year. There are always plenty of other interesting articles. So quit your bitchin'

Now it's your choice to have a good day.

Mac Pulliam
Sheridan, Illinois

Fake tits? You don't think any of the bodacious babes in Easyriders *have fake tits, do ya?*

Love That Xena

Hey now, how'd ya'll get that woman from *Xena* in your November magazine? I watch that show every time and love that Xena. My question is, how can I write her. Is she married? I love that Xena.

Dwight Febler
Suches, Georgia

That weren't no Xena.

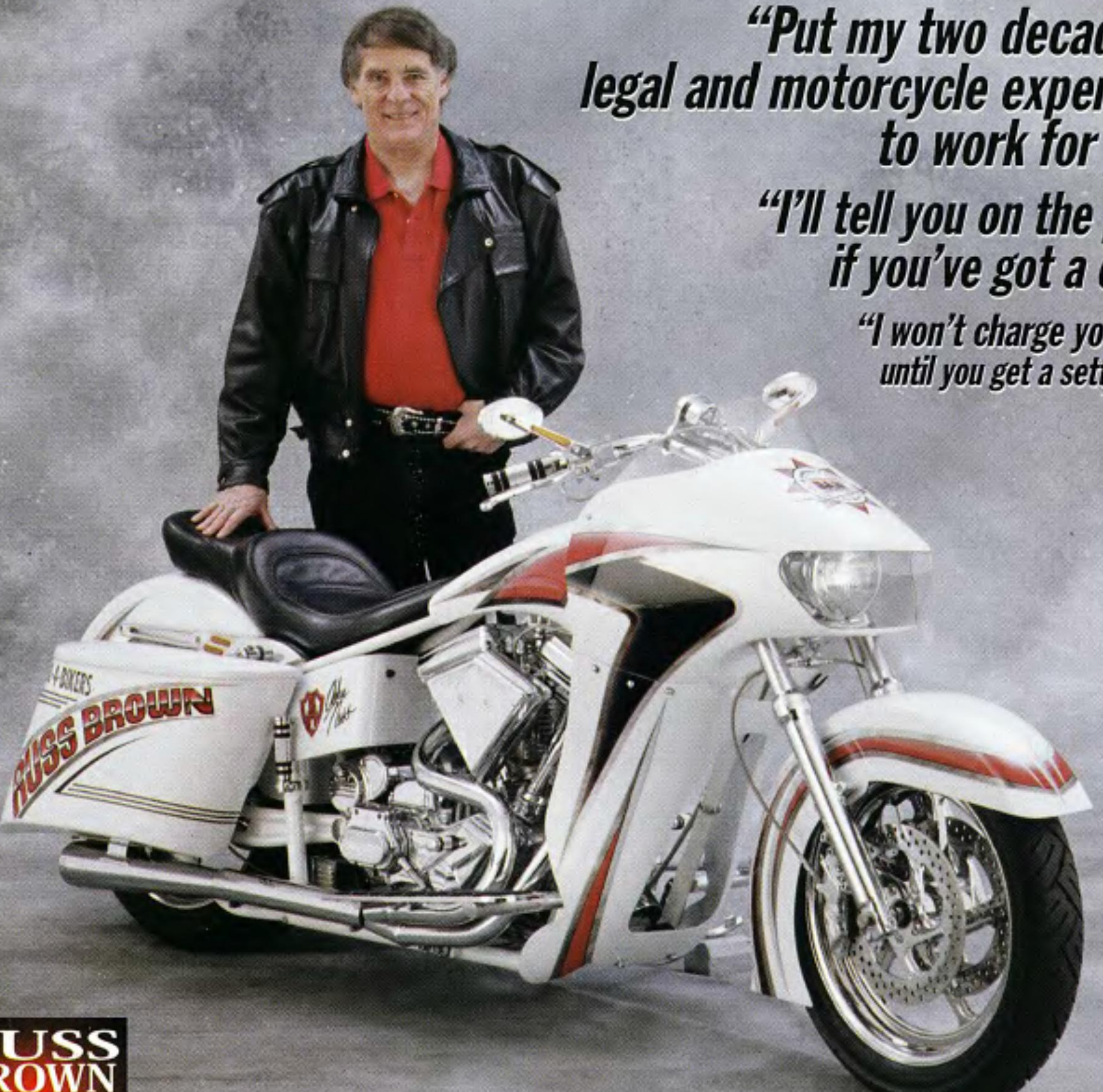
If you've gone down...

You need Russ Brown.

"Put my two decades of legal and motorcycle experience to work for you."

"I'll tell you on the phone if you've got a case."

"I won't charge you a cent until you get a settlement."



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Contention Prevention

A tactic that smoothes • the track

For some, the building of a big twin is a budget-bound, backyard and basement, bolts 'n' nuts brew. For others, it's an artistic commission assigned to a crafty consortium: machinists, fabricators, painters, platers, assemblers.→

But whether the project is low-down, mid-range or highbrow, there always exists a certain potential for contention, for a familial fracas that can derail the dream. That's when the creation process becomes punctuated with wifely protests like, "Honey, it's me or that motorcycle!" or parental chidings like, "Don't you kids dare touch that polished cam cover!"

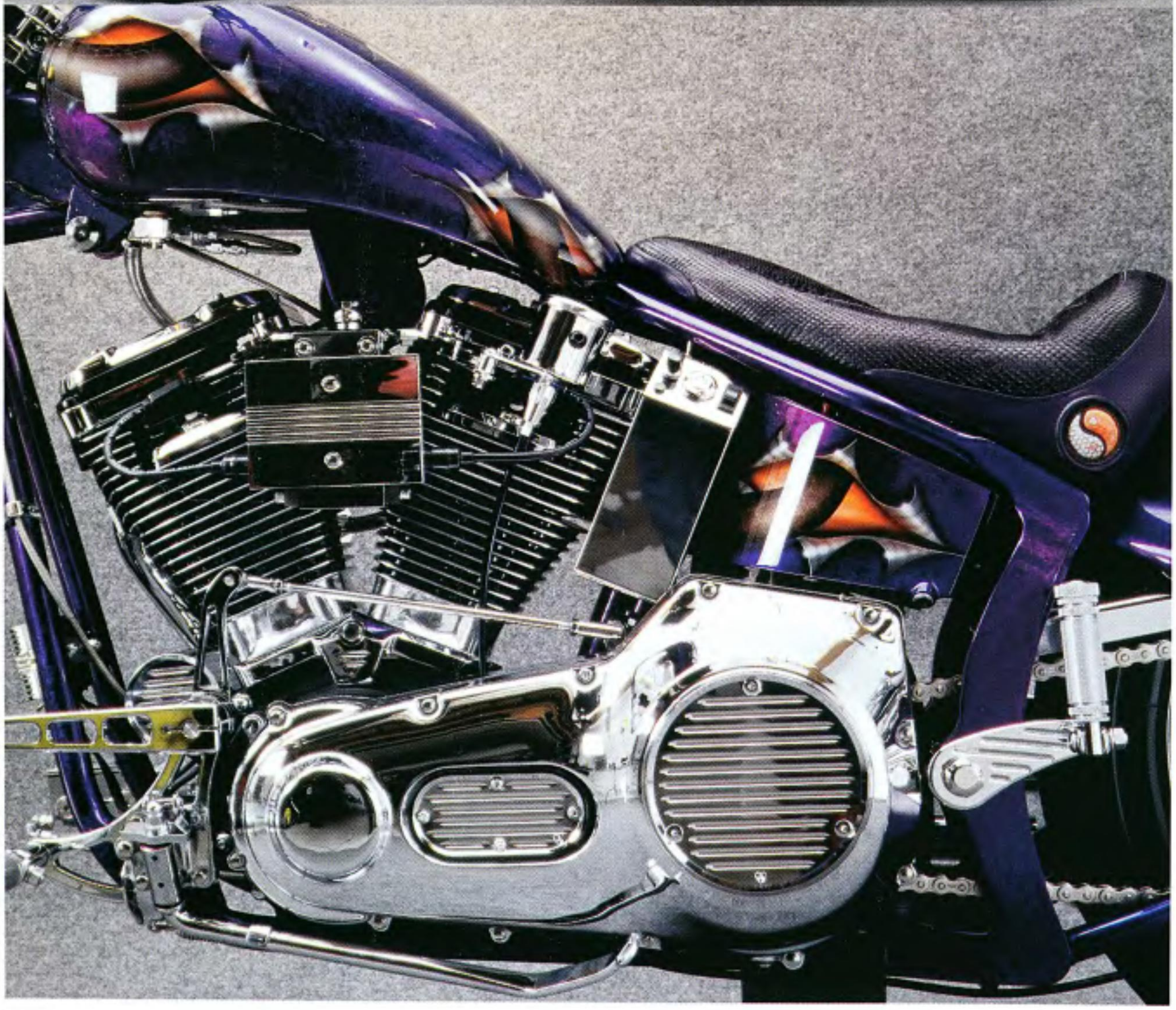
But it doesn't have to be that way. For ample evidence of the opposite, look no further than this magnificent machine. It's the fruit of a creative design vision by its owner, Ira Kleinman, and technical skills of the builder Ira selected, Spencer's Cycle (Belleville, N.J.). In addition to the conceptual thing, Ira is a man endowed with a keen grasp of what's diplomatic for any given situation. Ira is also very fortunate in that his wife, a sculptor, and two daughters all possess equally ample amounts of artistic ability. The result? Ira enlisted the talents of the three women in his life—Jean, Lisa and Lindsay—to come up with a dragon for the upholstery and special paint. The result is a dragon with long, sinuous, serpentine tail that breaks through spectacularly on the tank top, oil tank side, and rear fender face.

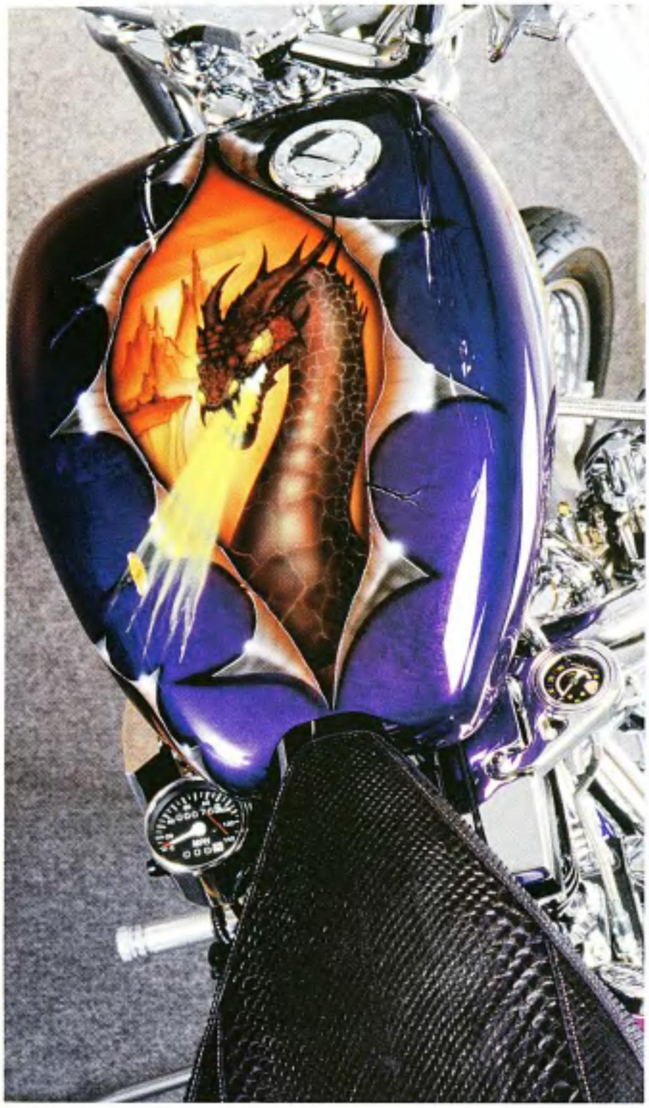
And atop the rear wheel, Ira incorporated another subtle →

peace-keeping feature. Hidden under the solo seat is a cleverly fabricated channel. It permits the close-tolerance installation of a passenger pillion, that once slid into place, looks like it was born there. And, it gives all family members an opportunity to share in the wind as well as the creative process. This detail is typical of the craftsmanship that bedecks this machine like jewels on a crown. Specially machined stand-offs keep the front hydraulic brake lines straight and true. A swingarm-mounted fender is internally reinforced to do away with both unsightly tire-to-frame gap and fender struts. That gives the bike the look of a rigid frame without the discomfort. A rear wheel-driven speedo with the dial mounted abeam the engine shortens the cable and minimizes handlebar clutter.

There's much more, but let me make way for the pictures so you can see for yourselves. Suffice it to say that Ira Kleinman is a man who knows what he wants and how to get it—tactfully. By dint of that skill, and just a tad of talent as well, whether its the home front or the highway, the man has astutely engineered a smooth road to ride on.

—*Jake*





Owner: Ira Kleinman
City: Newark, New Jersey

General

Fabrication: Spencer's Cycle
Year/make: 1997 Special Construction
Model: big twin
Assembly: Spencer's Cycle
Chroming: South Bay Chrome

Engine

Year/model: 1995 Evo
Rebuilder: Spencer's Cycle Shop
Ignition: Dyna
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Wiseco 10:1
Cases: H-D
Heads: Spencer's, Stage III ports
Cam: Crane .316
Carbs: Dell 'Orto dual throat
Pipes: CCI
Modifications: polished, powdercoated, Pro-One air cleaner

Frame

Year/type: Softail
Builder: Daytec
Modifications: fender mounted on swingarm

Transmission

Year: 1995
Modifications: Andrews gears; blueprinted, Spencer's

Paint

Painter: Rick's Super Paint, Freehold, N.J.
Molding: Rick's Super Paint
Color/type: purple/urethane
Special paint: design by the Kleinmans

Accessories

Bars: K&N medium chopper
Handlebar controls: Perf. Machine
Fender(s): custom
Headlight: Drag Specialties
Taillight: Billet Concepts
Speedo: Drag mini
Pegs: Billet Concepts
Foot controls: Billet Concepts
Electrics: Spencer's
Gas tank: Pro-One
Oil tank: Pro-One
Oil system: Russell/Earl's braided stainless lines
Seat: snakeskin, leather trim, Richie Butkiewicz, Aberdeen, N.J.
Mirrors: Custom Chrome
Grips: Billet Concepts

Forks

Type: Tolle
Builder: Kennedys
Modifications: 8 over

Wheels

Front

Type: Kennedys 80 spoke
Size: 21-inch
Tire: Avon AV029
Brake: Perf. Machine dual piston

Rear

Type: Performance Machine
Size: 18-inch
Tire: Avon 180.55.18
Brake: Perf. Machine four piston

Photos: Jake

Ira on his serpentine sled.

Harley-Davidson

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Doll shown smaller than actual size of approximately 8½" (21.59 cm) seated.

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STATE ____________________ ZIP ________

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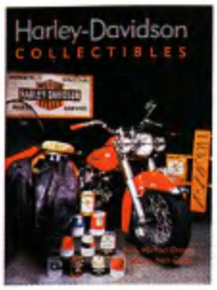
20636-42-001

Harley Collectibles



Don't you wish you had every collectible goody Harley ever put out or licensed? Well, if you can't own everything, at least you can drool over all that cool H-D memorabilia in this book from Voyageur Press. *Harley-Davidson Collectibles* presents everything from Harley knives and watches, to literature, parts and clothing, run pins, toys, and more. Nick Cedar does his usual stellar job of taking the flicks of these geegaws, and words on the subject are by Michael Dregni. Available at a bookstore near you or call (800) 837-2210.

Bear Your Bearing

How the hell do you get that Timken bearing out of there? Better get the blasting caps. Well, fret no more. The fine folks at JIMS are always coming up with new tools to help you wrench on your bike. This handy Timken bearing remover not only removes the sprocket shaft inner bearing on late-model big twins with integral sprocket shafts, but also can be used to crack holiday walnuts. The bearing puller is guaranteed for life and is available at your friendly neighborhood dealer or by calling JIMS at (805) 482-6913 (or visit their Web site at www.jimsusa.com).

The Ultimate Gaskets

Nobody likes the leaky, gunky mess that collects when your gaskets go south, and neither do the folks at James Gaskets. Check out these rubber-coated steel gaskets. They really help to seal those out-of-flat surfaces and will not crack, rip, tear, sag, spindle, or mutilate. The James special "anti-wick" coating is the key to micro-sealing the aluminum castings at higher temperatures. These gaskets are available for rocker box covers as well as the primary inspection plate cover. For more info call (800) 523-7843.

Goggles In A Sunglass

Goggles? We don't need no stinking goggles! Now Pan Optx seals and protects your peepers while you ride in style. This patented approach to eyewear looks good too. Pan Optx's sealed dual lens system provides nearly 100 percent UV and blue light protection as well. The optical quality outer lens is matched on the inside with a fog-free, CAB lens. Air space between the lenses keeps them from fogging up. Available at quality bike shops or call (925) 484-0292.

Grab A Handful

Now these are purdy! Excel makes some trick stuff and these new hand controls sure would look good on your scoot. These super smooth levers make grabbin' for your clutch and front brake a bunch easier, thanks to their sexy contoured style. And if you're thinkin', "Sure, but will they fit my fat bars?" Ha, you bet they'll fit right on the beefiest of bars and look good doin' it. Just give Excel Components a call. Hell, call 'em now at (888) 99 EXCEL, or check out their Web site: www.info@excelcomponents.com.

Watch Your Back

These new mirrors from Harley-Davidson will be a good-lookin' reflection on you and your scoot. (Har-de-har!) Four new mirror collections are available featuring unique H-D styling made from quality materials. For you Fathead owners, there's even a set that reflect (there's that word again) the shape of the new air cleaner cover. Wyatt Fuller even created two teardrop versions for classic bad-to-de-bone looks. Get 'em at your friendly neighborhood Harley dealer or check them out online at: www.harley-davidson.com.

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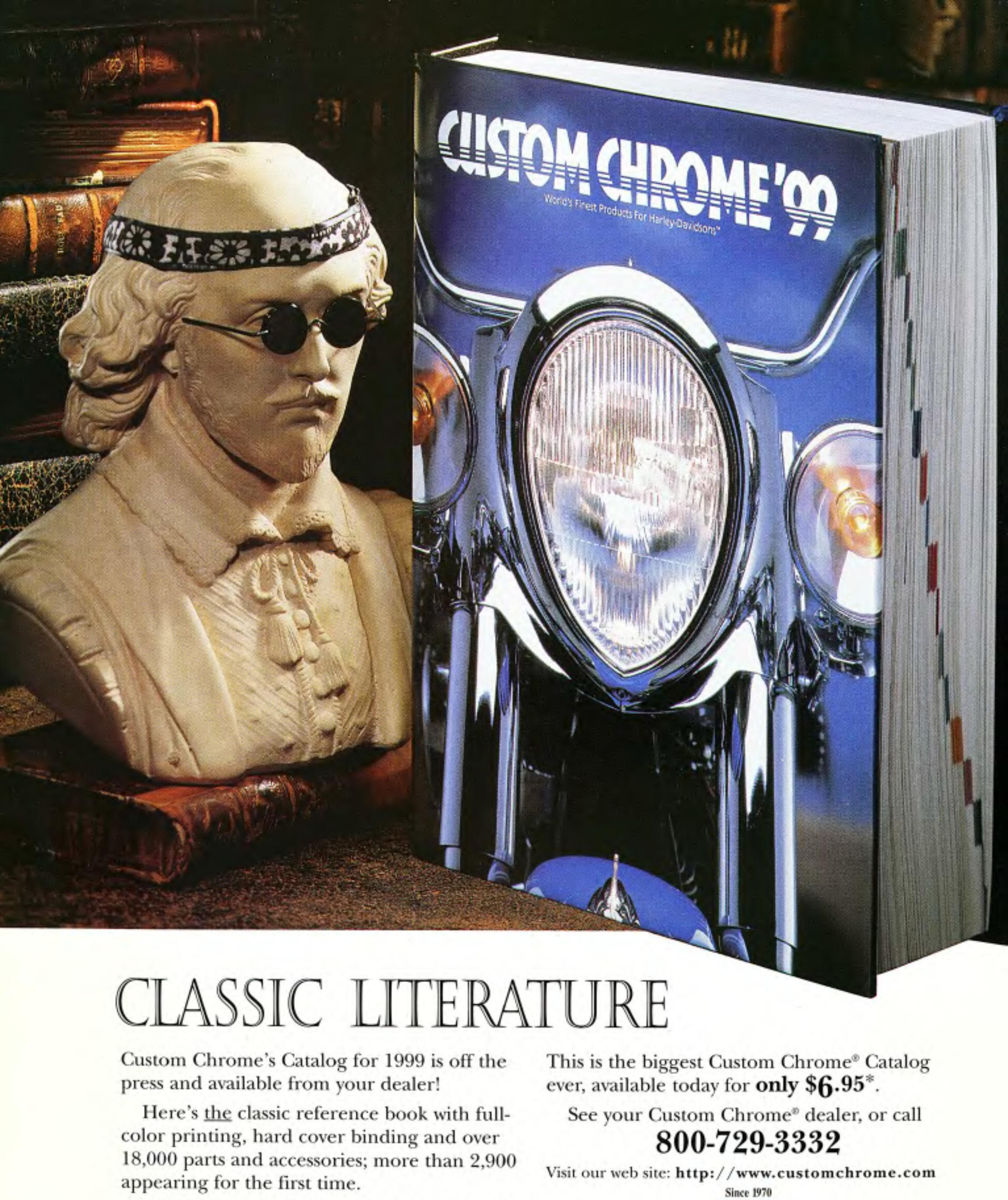
ATTENTION EASYRIDERS READERS: Our nationwide network of A.I.M. attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists.
NCOM



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Custom Chrome's Catalog for 1999 is off the press and available from your dealer!

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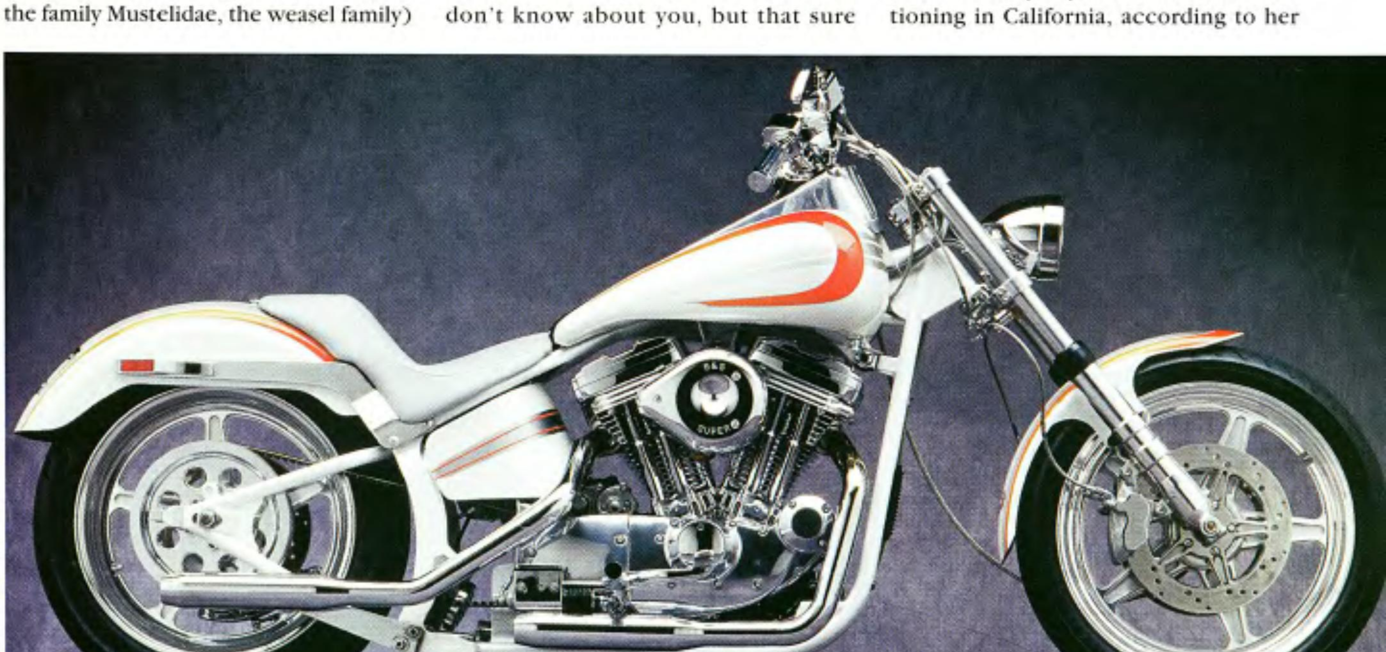
WEASLE'S WONDER

When I tried to reach Weasle Butler, the owner of this fine-lookin' modified Sporty, it turned out I was in for a few surprises—for example, Weasle turned out to be a woman. →

A SUPERB SPORTY

Guess I'm just a country boy, but I haven't run into many women named (even though the spelling is different) after any of various small, slender, active carnivorous mammals (genus Mustela, of the family Mustelidae, the weasel family) that are able to prey on animals (such as rabbits) larger than themselves, are mostly reddish brown, with white or yellowish underparts, and, in northern forms, turn white in the winter. I don't know about you, but that sure sounds like one helluva woman to me.

Anyhow, undaunted by the wildlife, I plunged ahead. Surprise number two turned out to be that I couldn't talk to Weasle anyway, since she was vacationing in California, according to her



14-year-old daughter, Jennifer. However, Jennifer told me how I could reach her father, Tom Butler. So, undaunted by reality, I plunged ahead.

Finally, through incredible perseverance, astounding courage in the face of the enema ... er, I mean enemy, and great personal sacrifice, I called Cycle Sorcery in Atlanta. Surprise number three was that, undaunted by Sheryl, the amiable and cooperative gal who answered the phone, I plunged ahead.

When I finally reached Tom, he told me that he owns a house in Biker Legendland, Hollister, California. However, he and his family (he's the father of six, by the way, ranging from age 14 to 32) currently live in Atlanta, because it's home base for →

the four Cycle Sorcery shops he owns, the payoff from 35 years of involvement with motorcycles. There's also one under construction in Nashville, Tennessee, and 19 others he plans to open nationwide. The accompanying handy chart pretty much tells the story of this classy motorcycle, though I might add that the engine came from a wrecked scoot, that Weasle herself did the design for the paint job, and that she plans to graduate from a Sporty to a custom rigid before long, so she can experience back spasms, compressed vertebrae, and—provided you take the right road—broken teeth and a severed tongue.

What can I say? They're a gutsy couple and they're gonna plunge ahead.

—Rancid Butterball

Owner: ....Weasle Butler
City: ....Atlanta, Georgia

General

Fabrication: ....Bob Abrew
Year/make:...1997 Special Construction
Model: ....Sportster/Softail
Assembly: ....Bob Abrew, Cycle Sorcery
Chroming: ....Santee

Engine

Year/model: ....1991 Sportster
Rebuilder: ....Wink Eller
Ignition: ....Crane Hi-4
Displacement: 1200cc
Lower end: ....H-D
Pistons: ....Arias
Cases: ....Harley
Heads: ....H-D
Cam: ....Andrews B-2
Carb(s): ....S&S
Pipes: ....RevTech
Modifications: ..balancing by Wink Eller, S&S air cleaner

Frame

Year/type: ....1997 Softail/Sportster
Builder: ....Atlas
Modifications: ....35-degree rake

Transmission

Year: 1991
Modifications: ....back-cut gears, Tom Butler

Paint

Molding: ....Mike Taylor Designs
Painter: ....Mike Taylor Designs
Color/type: ....white pearl/tangelo House of Kolor
Special paint: ....Dynamic Concepts

Accessories

Bars: ....Custom Chrome, Inc.
Handlebar controls: CCI
Fender(s): ....Jesse James
Headlight: CCI
Taillight: ....Bill Abrew
Speedo: ....Custom Chrome, Inc.
Pegs: CCI
Foot controls: ......Custom Chrome, Inc.
Electrics: ....Custom Chrome, Inc.
Gas tank: ..3.5-gallon stretched fatbobs
Oil tank: ....modified Atlas
Oil system: ....H-D
Seat: ....Corbin
Mirrors: CCI
Grips: ....Custom Chrome, Inc.

Forks

Type: ....FLST
Builder: ....H-D
Modifications: ....1-inch under, modified FLST triple trees to fit Sporty frame by D&B

Wheels

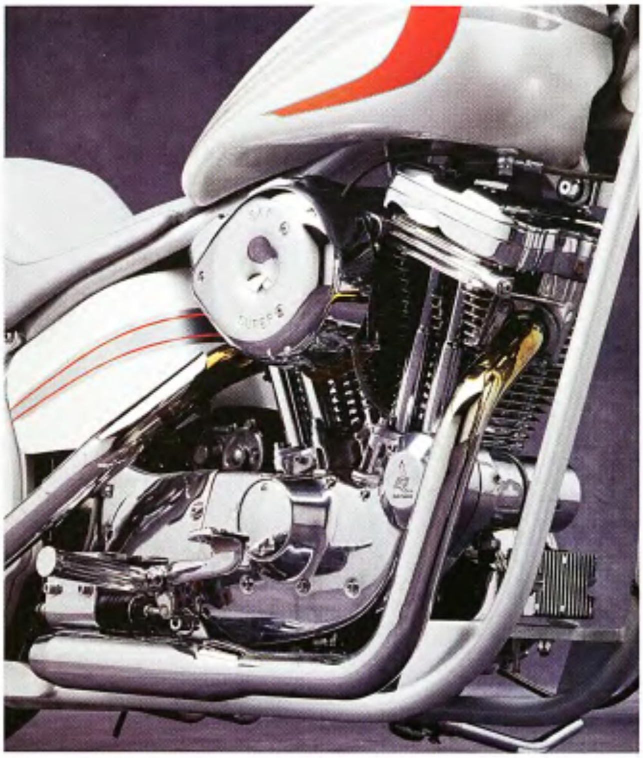
Front

Type: ....Boyd's
Size: 19-inch
Tire: ....Avon
Brake: CCI

Rear

Type: ....Boyd's
Size: 17-inch
Tire: ....Avon
Brake: CCI

Photos: ....Michael Lichter



Then there was the really tall bro who got fired.
He kept sticking his business in everyone's nose ...

Fat Boy
The Rockies

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

New Year's Day Ride
Date: January 1
Info: (602) 789-9702

Easter Seal Society Benefit
Date: January 17
Place: Bashful Bandit, Tucson
Info: (520) 881-9706

Easyriders Bike Show
Date: February 6
Place: Phoenix Civic Plaza
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Easyriders Bike Show
Date: January 9
Place: LA Fairplex, Pomona
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

Easyriders Bike Show
Date: January 23
Place: Cal Expo, Sacramento
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Marked For Life Int'l Female
Tattoo Artist Expo
Date: January 14-17
Place: Holiday Inn Select, Orlando
Info: (407) 281-1228

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

HAWAII
Street Bikers United
(SBU) of Hawaii
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

Mad Hatter's Tea Party
Date: February 12-14
Place: Best Western Merry
Manor Inn, Portland
Info: (207) 934-4090

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists
Rights Association
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Am-Jam Tattoo Expo
Date: January 9-10
Place: Schenectady Armory
Info: (518) 346-0521

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

Easyriders Bike Show
Date: January 16
Place: Charlotte Convention Center
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

Carolina Tattoo Arts Invitational
Date: January 22-24
Place: Greensboro Hilton
Info: (336) 271-2030

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Easyriders Invitational Bike Show
Date: February 12-14
Place: Veterans Memorial, Columbus
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
Rhode Island
Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Gallipolis H.O.G. Polar Bear Run
Date: January 1
Info: (304) 737-1397

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

Shades of Blue Tattoo Show
Date: January 30-31
Place: La Crosse Center, La Crosse
Info: (608) 857-3100

WYOMING
Wyoming Association of
Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
(307) 687-0459

NATIONAL
American Motorcyclists Association
(AMA)
Info: (614) 891-2425
Web site: www.ama-cycle.org

Motorcycle Riders Foundation
(MRF)
Info: (202) 456-0983
Web site: www.xmission. com/~mrf

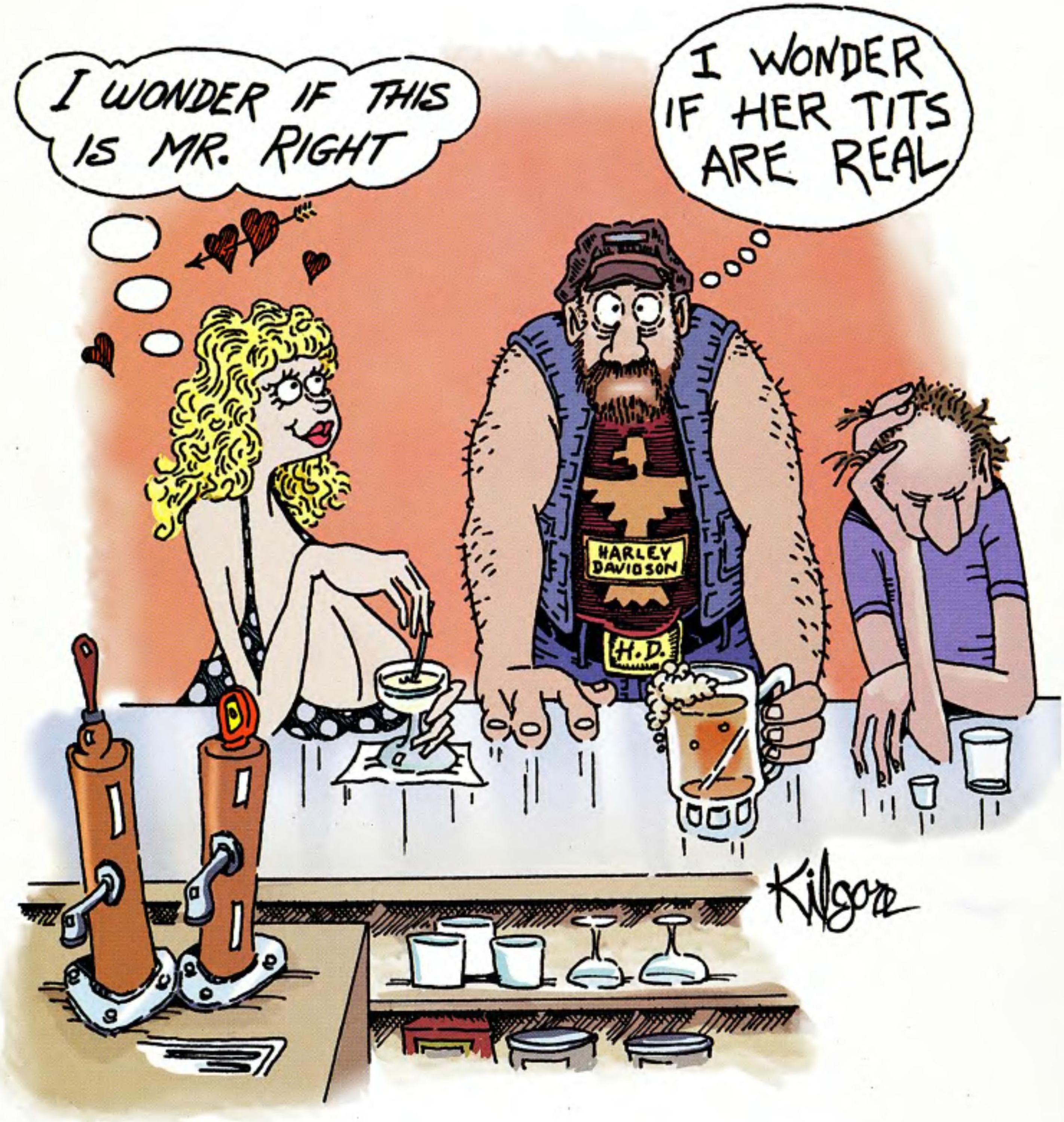
National Coalition of Motorcyclists
(NCOM)
Info: (800) 525-5355

EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; Web site: www.easyriders.com.

The guy who wrote "The Hokey Pokey" recently died—and they had a helluva time getting him into his coffin. They put his right foot in ... you know the rest.

Cousin Hank
Portsmouth, N.H.


I WONDER IF THIS IS MR. RIGHT
I WONDER IF HER TITS ARE REAL
HARLEY DAVIDSON
H.D.
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Easynews

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headline story of the month

On the warpath

$30 Million Dollar Merger Ends Indian Motorcycle Trademark Dispute

American Indian Motorcycle Company, Indian Motorcycle Company, Inc., California Motorcycle Company, and six related companies are merging to become the second largest producer of heavy cruiser motorcycles in North America. The company will spend over $17 million to purchase the trademark rights to Indian Motorcycle in the United States from receivership of Indian Motorcycle Manufacturing, Inc., finally consolidating the trademark in North America and ending more than 45 years of confusion around trademark ownership.

The hearing that will finalize the sale of the trademark will take place in Federal District Court of Colorado in Denver on November 25. CMC has completed 35 of the 1999 Indian Chiefs at their facility in Gilroy, California. The plant currently can build 3,000 bikes a year with plans to expand to 25,000 units in the year 2000.

The new Indian bikes were unveiled at the Easyriders Pre-Love Ride Party where celebrities Robbie Knievel, actor Dan Haggerty, *Renegade* star Branscombe Richmond, and select motorcycle industry insiders gave the new Chiefs loud approval. Look for the entire new Indian story feature in the April issue, #310.

—Phantom

two-wheeled investor

Spotlight on Harley-Davidson

This is a new column dedicated to keeping two-wheeled investors up to speed with trends in the motorcycle industry, focusing on publicly traded companies of note to bikers. For our first installment we've chosen a great all-American success story, Harley-Davidson. Traded as HDI on the New York Stock Exchange (NYSE) since July 1986, Harley-Davidson falls in the investment category of leisure time products. The following information is based on the Harley-Davidson Motor Co.'s 10K and 10Q reports and *S&P's* October report. The information contained in this column has been obtained from reports filed by Harley-Davidson with the Securities and Exchange Commission and other sources identified in this column. No representation or warranty, express or implied, is made by Easyriders, Inc., as to the accuracy or completeness of such information, nor is this information intended to be investment advice.

SUMMARY

Harley-Davidson is currently a major producer of American-made motorcycles and the world's leading maker of heavy-weight motorcycles. In addition, H-D produces motorcycle parts, accessories and a clothing line.

OVERVIEW

According to Harley-Davidson, the company expects that new production plants and reconfigured pre-existing plants will allow them to increase output in the next few years. As of April 1998, all production of H-D's Sportster line was being done at a new manufacturing plant in Kansas City, while the York, Pa., plant was preparing to increase production of the company's larger cruiser models. Production at the York plant previously included Sportsters. The Motor Company is also in full production of the new Twin Cam 88 cubic inch motor for the Dyna and full dress line of Touring motorcycles, which debuted for 1999 models. Production of Harley-Davidson motorcycles has risen sharply since 1990, yet demand for Harley motorcycles, at list price, is exceeding supply in the U.S.

Harley continues to face competition from some relatively new U.S. motorcycle producers, including such manufacturers as Polaris and their Victory motorcycle, the new Indian motorcycle, the California Motorcycle Company, Excelsior-Henderson, and other American bike builders such as Titan, Big Dog, and America Eagle.

KEY STATISTICS

Cumulative total return of $10,000 invested in H-D common stock 5 years ago:..................$31,622

Current price – 37 3/8 **52 week range** – 42 (high), 24.93 (low) **12 month P/E** – 29.48

FISCAL YEAR ENDING DECEMBER 31, 1999
(REVENUES IN MILLION $)

	1998	1997	1996	1995	1994	1993
1Q	486.5	427.1	371.1	294.9	343.7	269.6
2Q	517.2	444.1	392.8	355.6	401.4	334.4
3Q		444.2	385.8	327.1	384.0	284.4
4Q		447.2	381.5	372.9	412.7	329.1
Yr.		1,763.0	1,531.0	1,350.0	1,542.0	1,217.0

EARNINGS PER SHARE
($)

	1998	1997	1996	1995	1994	1993
1Q	0.29	0.27	0.22	0.15	0.14	0.10
2Q	0.38	0.32	0.27	0.23	0. 23	0.16
3Q		0.27	0.22	0.16	0.15	0.11
4Q		0.28	0.24	0.20	0.17	0.24
Yr.	E1.30	1.13	0.95	0.74	0.69	0.12

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politics

Invitation to Washington

Invitation for AMA members

AMA members are invited to join staff members of the AMA Government Relations Department for a four-day education seminar in Washington, D.C, March 20-23, 1999. You'll learn the ins and outs of Capitol Hill lobbying from the pros, have the opportunity to roam the halls of Congress, meet with your elected officials and relearn everything you forgot, or never got, from your high school civics class.

Reservations must be made before February 20, 1999. Your $50 registration includes all seminars, field trips and banquet with the AMA staff and conference participants. Special room rates of $115 (single or double occupancy) are available from the Governor's House Hotel, 1615 Rhode Island Ave. NW, Washington, DC 20036. For more info call Tracey Powell at (614) 891-2425, ext. 248.

—Twiggy

harleywood *Biker Babe Movie*

Me and Will

Two nasty-legged, hardbellied druggies with major ta-tas meet in rehab and discover a mutual love of the film *Easy Rider*. So starts an odyssey across America on hot rod Harleys in search of Peter Fonda's long lost Captain America chopper as their holy grail.

This latest road movie and bike film is a cross between *Thelma & Louise* and, yes, *Easy Rider*. Filmmakers Melissa Behr and Sherrie Rose took the Fonda and Hopper route, writing, producing, directing, and starring in the low-budget flick. *Me and Will* is currently looking for domestic distribution and could be rumbling its way to a theater near you soon.

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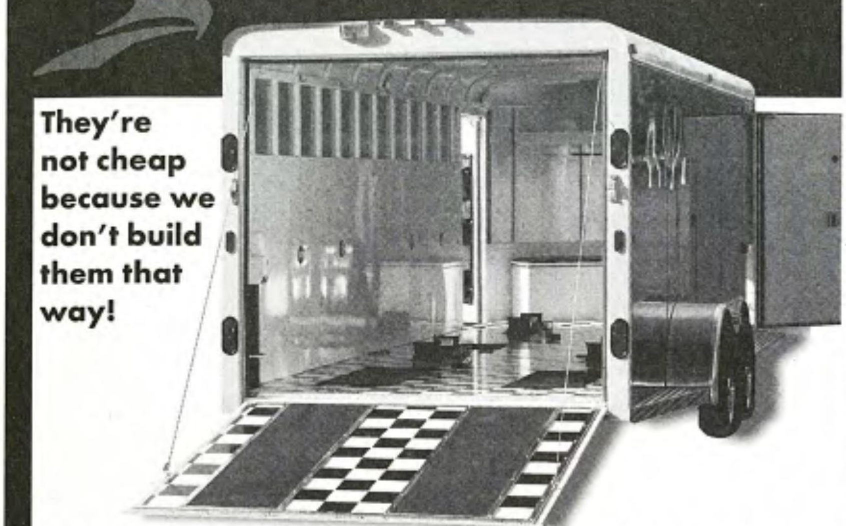

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870 West 800 North • Logan, Utah 84321 *Silver Eagle*

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short strokes

Ramping Up

The moon beats full in the night sky as I blast to my abode, fumble in the garage for the final performance formula for the touring chopper, then it's into the studio for some dark hammering on the dusty keyboard as the final chapters of *Sam "Chopper" Orwell* spill onto the monitor. I'll be off to Del Mar for the antique meet this weekend. Life and the third book is romance at its finest, the road at its windiest, crude bikes, and the fight for brotherhood and the open road. Hell, I'd better get to the news so I can get back to the keyboard...Did you know that in 1914, **a Henderson was the first motorcycle to circle the globe?** The Hendersons, Bill and Tom, will be memorialized on Saturday, October 10, 1998, when they are inducted into the Motorcycle Hall of Fame during the Del Mar Mile dirt track event in Del Mar, California, natch. The new co-founders of Excelsior-Henderson, Dan, Dave, and Jennie Hanlon will accept a medal of recognition on the Henderson Brothers' behalf...Speaking of Hall of Fames, on August 29, the Nebraska Rock 'n' Roll Hall of Fame inducted legendary Lincoln singer, **biker Bobby Lowell.** If that name rings a distant bell it may be from our old Downtime music column. Bobby's music was reviewed by Bomber back in February 1986. Bobby, who is alive and well, showed class by being escorted to the induction by his bros from the Tribesmen MC. He was inducted along with composer Paul Williams and Sam Phillips of Sun Records...Look out, another award. H-D Transportation Company driver Marty H. Lawson Jr. was named Grand Champion of the **1998 ATA National Truck Driving Championship** presented by Mobil Oil on Saturday, August 15 in Long Beach, California. The country's 388 most skilled truck drivers from all 50 states competed for national championship titles in nine divisions: 3-axle, 4-axle, 5-axle, auto carrier, flatbed, sleeper berth, straight truck, tank truck, and twin-trailer...And for the vets, the man who helped thousands of Vietnam Veterans with claiming **Agent Orange** damage has been diagnosed with cancer attributable to his exposure to the herbicide during his service in Vietnam during the mid-1960s. Frank McCarthy, president of

Vietnam Veterans Agent Orange Victims, Inc., was recently diagnosed with a cancerous lung tumor. There's a fund for Frank at NationsBank in Oviedo, Florida, called Friends of Frank's Lung Fund, or you can send contributions to the Oviedo, Fla., office of Vietnam Veterans Agent Orange Victims, Inc., 3350 Stone St., Oviedo, FL 32765; (407) 366-8752...Congratulations to **Cycle Lab for its 12th year of wrenching on bikes** in Ft. Lauderdale, Florida. Nice place to work...And while we're in Florida, a plug for our new franchisee in Daytona Beach. This will become the first integrated bike shop and chow hall. Robbie Lee Jr., former owner of Lee Chevrolet, Cadillac, Oldsmobile in Sayville, N.Y., is behind this 3-acre extravaganza in Ormond Beach. Watch for it...Good news about stolen bikes. According to the *Columbus Dispatch,* some of the county's biggest career criminals may have been taken out of commission after being named in a 110-count indictment. The indictment was handed up by a Franklin County grand jury against a Columbus father, his two sons, and six associates who are suspected of running a bike theft ring for the past 20 years. It's about time. **If you had a bike stolen** in the Ohio region, you might give the Columbus P.D. a call...News in Taiwan has a similar bent. In what police are certain was an act of arson, 400 bikes were burned in a fire. Evidently, after an argument, one guy returned and fire bombed his opponent's joint. They were just scooters, but doesn't it almost make you want to cry that **400 people lost their rides** because of some asshole's argument...On the legislative front, AAA reported that 11,000 times a year cars end up underwater. The suggestion is to pass mandatory helmet and life vest laws in states prone to flash floods. But would you get your plate from the DMV or the Coast Guard?...A buddy got a speeding ticket and his partner volunteered to help him fight it, studying law books into the wee hours. He didn't do a bad job in court, but during the recess, the prosecutor asked the bro about his credentials. He admitted he wasn't a lawyer. The speeder had to pay the $50 fine, but the studious one was charged with practicing law without a license. He faces a year in jail and a $2,500 fine...**The California Motorcycle Company,** builders of the Captain America and Billy Bike series, is pleased to announce it will be offering a 100-cubic-inch S&S motor in its 1999 models as an optional upgrade. It'll even carry an extended four-year warranty offered with all CMC's 1999 models...This month's quick tech: Got a garage door opener? You can hook a switch to your bike, buy a pushbutton, momentary, micro switch, two contacts, and a small controller supplier that will work with your brand garage door opener. Code it the same as the opener in the garage. Open the case, find the contacts on the noncomponent side of the pc board and solder on two 26-gauge coated wires. Drill a hole in the case and run the wires out. Install the switch where you can reach it with your gloves, and stash the controller where you can get to it to change the battery—presto...Some factory news: **Harley-Davidson.com** set new records for the number of hits during the months of June, July, and August, mostly due to the 95th anniversary. Visitors to the site measured 776,325 in June. Wow, almost as many as I get at Bandit's Bikernet in a day (just kidding). Jamie Elvidge, freelance contributor to *Motorcycle Cruiser* magazine, is the first person outside of the factory guys to ride a **Twin Cam 88 Harley** across the continental U.S. Jamie rode a 1999 FXDS-CONV from Milwaukee to New York and back to L.A. She did it! Harley raised $55,000 for MDA during Sturgis this year—congratulations. *Industry Week* magazine named Harley one of the 100 best-managed companies in the world. Not bad...Get this, **Dan Gilmet of Alpena, Michigan,** got more than he expected on June 25, 1998—his 51st birthday. Enjoying a ride on his 1981 Harley, Gilmet crossed Michigan's 5-mile-long Mackinac Bridge to discover his motorcycle was the 100 millionth vehicle to cross it. Met by a slew of news media, he was showered with gifts ranging from T-shirts to vacation packages—Happy Birthday...With that, I'm sneaking outta this joint, and going home to pack for the ride to the Del Mar Antique meet this weekend. May the winter wind clear your senses and open your eyes and hearts to the freedom we share. Either that or get drunk and piss and moan about your problems. Whatever—ride free. *—Bandit*

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update

Meeting Of The Minds

The Bottom Line Is Unity

At the 14th annual Meeting of the Minds, held in Indianapolis, Indiana, September 24-26, 1998, the panel discussion that drew the most spirited attention focused on states that have accepted insurance requirements in order for motorcyclists to be able to ride helmet-free. After the fireworks from both sides of this controversial issue had subsided, it was clear to everyone that, as bikers, we have to agree to disagree, and work together to combat this monster that threatens our freedoms. The bottom line is unity.

The next Meeting of the Minds will be held September 24-26, 1999, in Denver, Colorado.

—Twiggy

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investment news

Easyriders, Inc. (EZR)

Easyriders, Inc., is a newly formed holding company with operations which (1) publish 11 special interest magazines directed to motorcycle and tattoo enthusiasts, (2) market apparel, motorcycles, and accessories, and (3) own and operate four barbecue restaurants. EZR positions itself as a publishing, retail, and restaurant company that provides products, services, and entertainment designed to enhance the overall experience of those individuals and groups who participate in the sport of motorcycling. EZR's Paisano Publications, the largest revenue division as shown in the adjacent chart, first published *Easyriders* in 1971. The magazine has been closely associated with Harley-Davidson enthusiasts. EZR has started and acquired other magazines with the objective of dominating all segments of target markets, and currently has circulation among the largest in the U.S. in its markets. Licensing the name Easyriders for a wide range of products started in 1992 and 30 franchised locations are now open. EZR's president developed the El Paso Bar-B-Que Restaurant concept in 1991 while he was chief executive officer of Furr's/Bishop's Cafeteria and in 1994 acquired all rights to the concept of EZR's current division. EZR's strategies include increasing advertising revenues in the publishing group and developing combination motorcycle, restaurant, and apparel stores, both franchised and company owned. After the reorganization which created EZR, the founder of Paisano together with the chairman of EZR own 64% of 18.9 million shares outstanding.

Selected Financial Information PRO FORMA* MILLIONS, EXCEPT PER SHARE

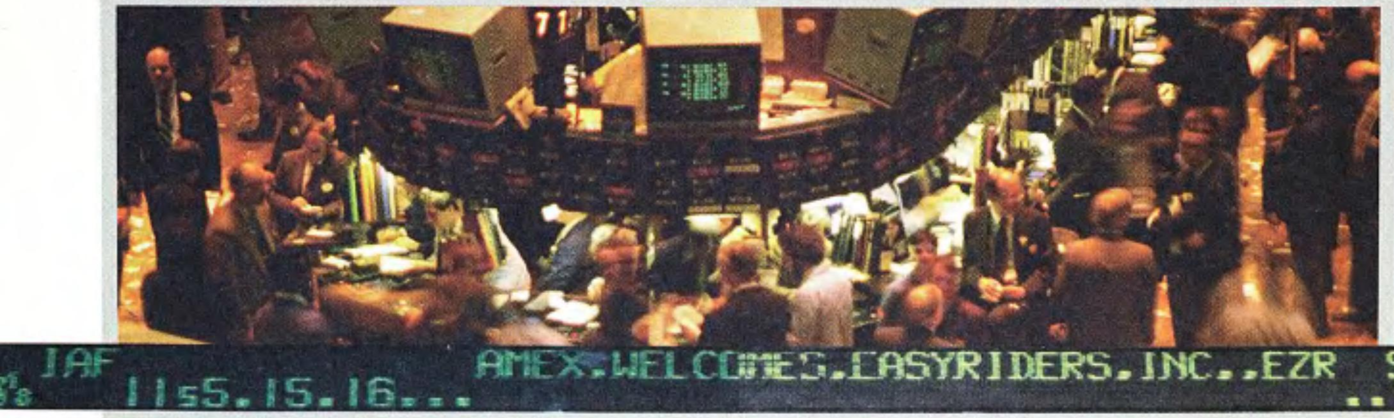
	SIX MONTHS ENDED 6/30/98	YEAR END 12/31/97
Revenues	$22.1	$44.1
Net loss	(7.2)	(6.1)
Net loss per share	$(0.39)	$(0.34)
Average Shares outstanding	18.3	18.2
BALANCE SHEET DATA	**6/30/98**	
Working capital (deficit)**	$(4.3)	
Total assets	82.0	
Long-term debt	18.9	
Note payable to stockholder	10.0	
Stockholder's equity	30.8	

* pro forma to give effect to reorganization transactions to form Easyriders
** includes $6.5 mil. adjustment for debt and warrants to finance acquisitions

THE MARKET

EZR's business as a whole is related to the popularity of Harley-Davidson and other American-made motorcycles. More than 600,000 Harley-Davidson motorcycles are currently registered in the U.S. and management believes, based on Harley-Davidson's current production plans, that the number may approximate 900,000 by 1999. In addition, the market is expected to grow due to the entrance of new manufacturers of hybrid American-made motorcycles, including Titan, Big Dog, California Motorcycle Company, and American Eagle, whose products will be sold at EZR's franchised stores. The demographic profile of the cruiser motorcycle owner and enthusiast has altered significantly in the past two decades. In 1980, 63% of motorcycle owners were under age 30 and only 2% earned more than $50,000. The current profile of the typical customer for heavyweight American touring and cruising motorcycles is a male age 35-65 with household income of $70,000. This profile appeals to advertisers and suppliers of products. As the profile has changed, so too has the public image, assisted by Harley-Davidson motorcycle ownership by high-profile celebrities, politicians, and business people. The recent motorcycle exhibition at the Guggenheim Museum in new York City set a record attendance level at the museum.

Reprinted from a report prepared by Merz K. Peters, CFA, Consulting Analyst, American Stock Exchange



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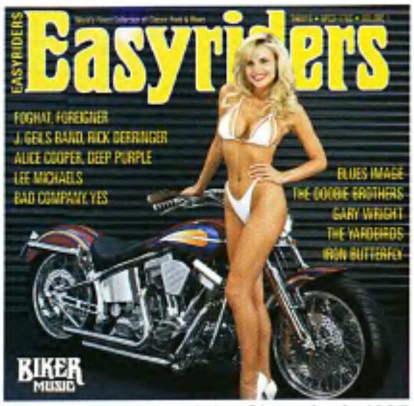
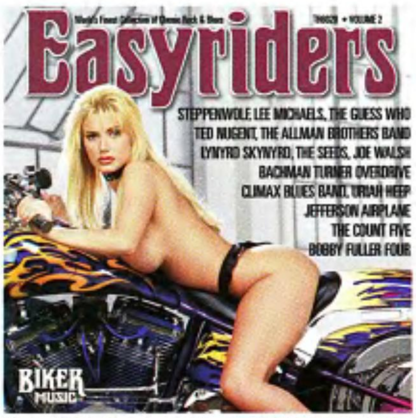


Vol. 1: Teresa on John Siroonian's 1995 Special Construction Evo

The right music is an important part of the biker lifestyle. Who hasn't let the rumble of a big twin lift your spirits to sing along on a winding back road? Bob Seger's *Against The Wind* or *Roll Me Away* might play in your mind nonstop. Steppenwolf's *Born To Be Wild* or *Magic Carpet Ride* can transport you to new dimensions of riding excitement as you thunder along the endless highway of life. Well, Easyriders understands your passion for the road and has produced, together with Thump Records, five CDs of biker music.

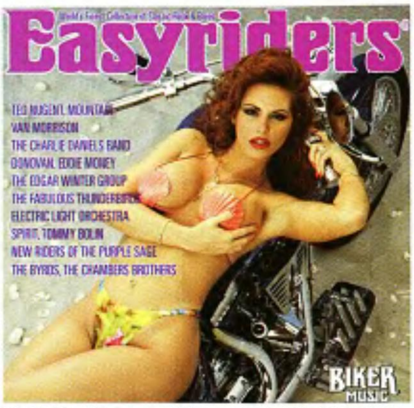
Thump Records kicked off Easyriders Biker Music by holding the world premiere of CD Volume 1 at Sturgis '97. The response has been staggering, and



Vol. 2: Brittany on Travis Hill's '96 Softail

Volumes 2, 3, and 4 came blasting along in '98. And what better way to start 1999 than with an Elde Stewart photo shoot with a sexy lass for the cover of Volume 5?

The voluptuous vixen seen here adorning George Little's '56 Pan is known simply as Mishel. She made a big splash at Sturgis '98 as she celebrated the first anniversary of Easyriders Biker Music with the folks at Thump. We caught up with her at the Easyriders Cafe on Lazelle. "This music is the best!" she exclaimed. "I'm honored to represent such terrific music



Vol. 3: Gina on Michael Shiff's '94 FXR.

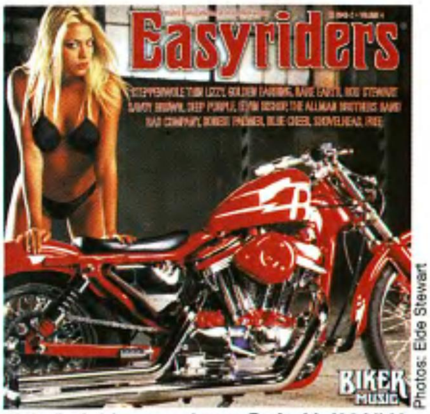
and to be associated with Easyriders and Thump Records. How did they get so many classic biker hits together?"

Well, wonder no longer, Mishel, Thump Records President Bill Walker reveals all: "We spent months compiling lists of the greatest biker songs ever produced and then polled bikers from Hollister to Daytona for their favorites. The tunes were then selected or rejected by the music gurus at Easyriders, and licensed from the original artists. I love riding [Bill owns a Heritage Softail] and this is the music I grew up with, so I'm happy to bring bikers the music they want."

The entire five-volume collection features original hits by such mega artists as Steppenwolf, Ted Nugent, Lynyrd Skynyrd, The Doobie Brothers, Bachman Turner Overdrive, Free, Foghat, Thin Lizzy, Edgar Winter, Alice Cooper, The Allman Brothers Band, Bad Company, The Charlie Daniels Band, Robert Plant, Rick Derringer, Joe Walsh, Iron Butterfly, and dozens more. You can ride off with single volumes or the whole set on CD or cassette at Easyriders stores and bike shops, major record retailers, or direct from Thump Records.

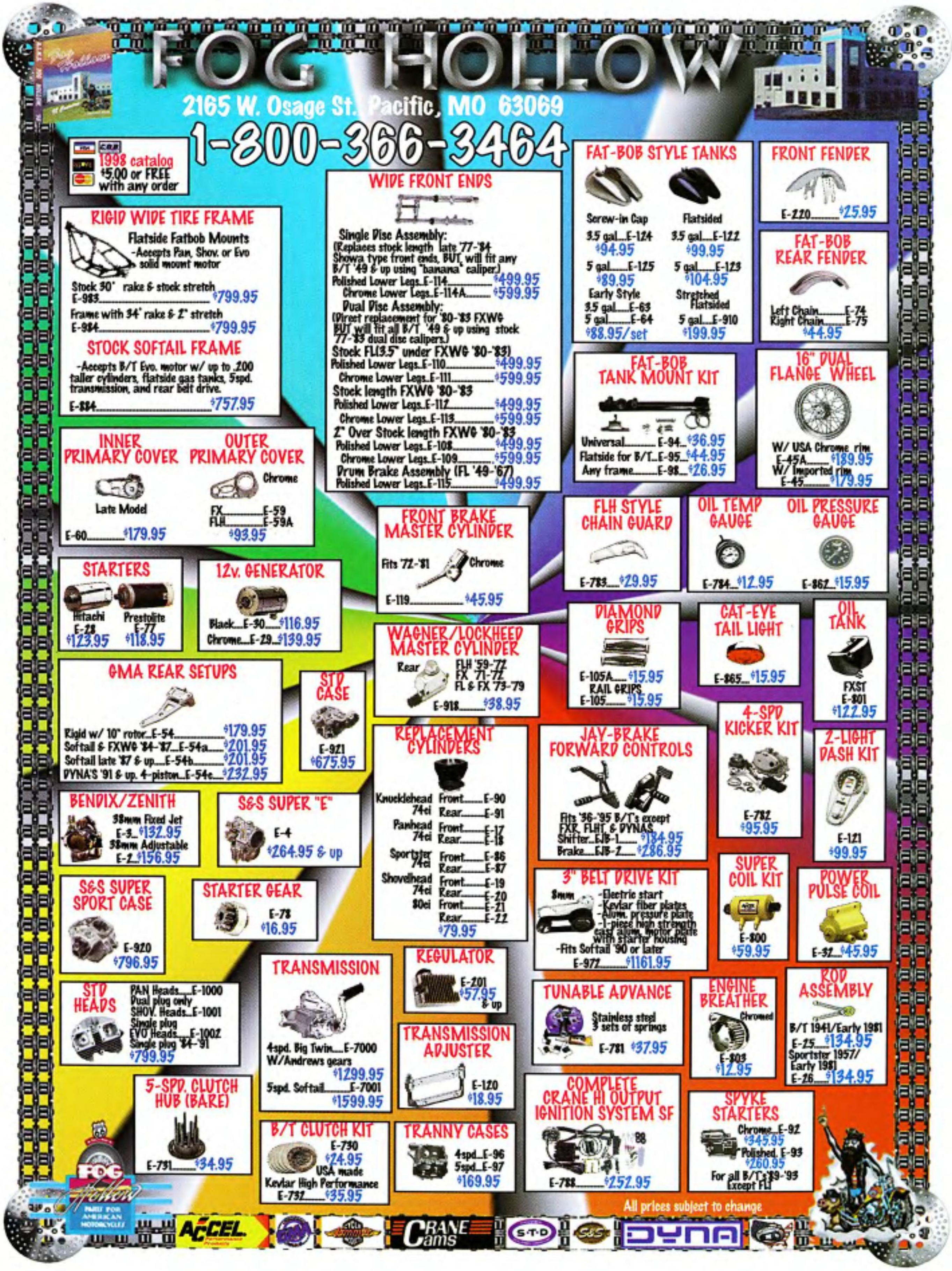
They say that music hath charms to soothe the savage beast, but when that beast is a fire-breathing bike, the only thing to do is CRANK IT UP!

—Phantom



Photos: Elde Stewart

Vol. 4: Adriana on Jason Swieck's '92 XLH.



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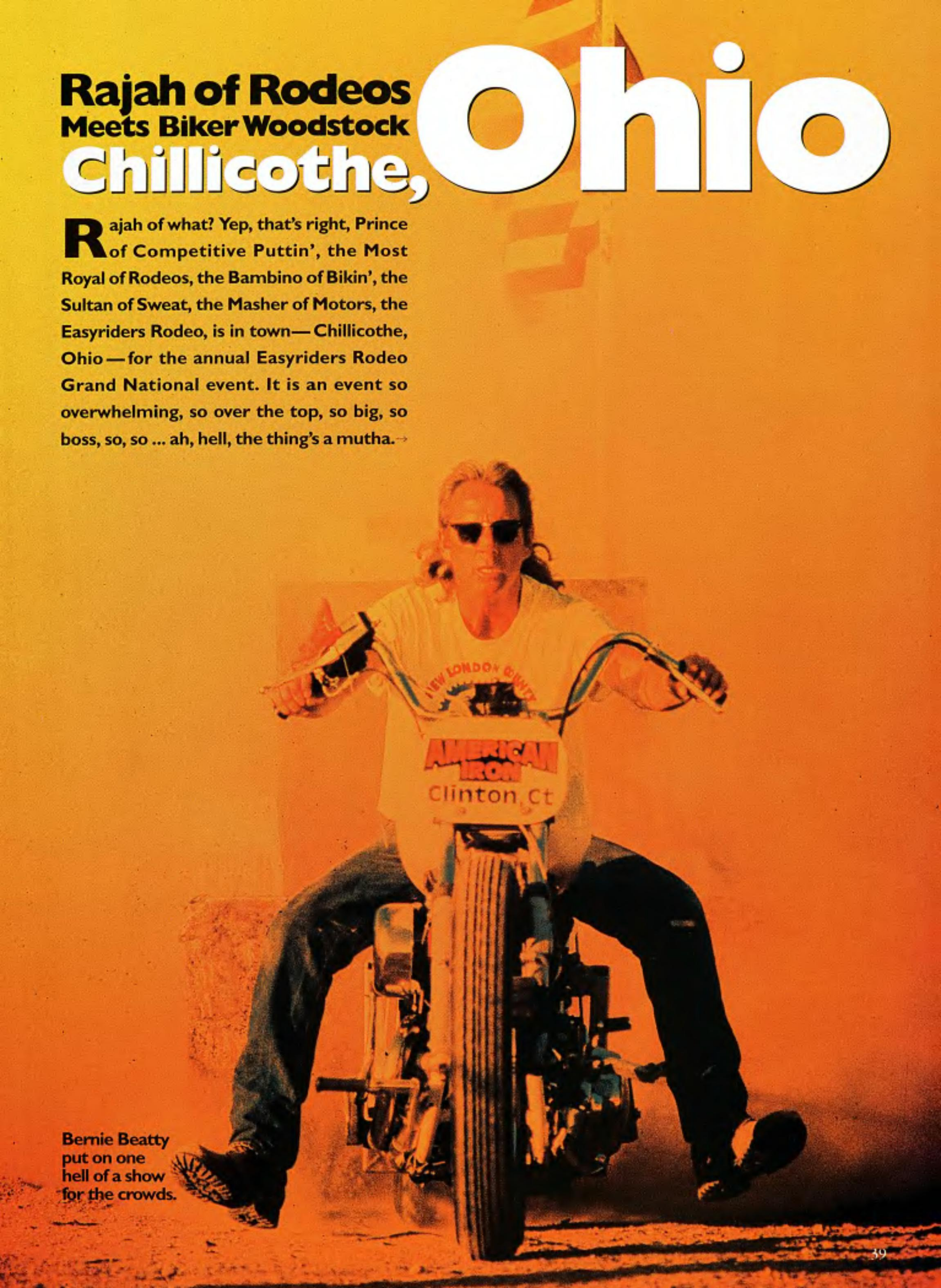
Rajah of Rodeos
Meets Biker Woodstock
Chillicothe, Ohio

Rajah of what? Yep, that's right, Prince of Competitive Puttin', the Most Royal of Rodeos, the Bambino of Bikin', the Sultan of Sweat, the Masher of Motors, the Easyriders Rodeo, is in town— Chillicothe, Ohio — for the annual Easyriders Rodeo Grand National event. It is an event so overwhelming, so over the top, so big, so boss, so, so ... ah, hell, the thing's a mutha.→



Bernie Beatty put on one hell of a show for the crowds.

For 11 years the Labor Day Weekend Rodeo has given birth to more thrills than a free Harley at Christmas.

The Easyriders Rodeo at Chillicothe, Ohio, is simply the Biker Woodstock of the '90s ... with better toilets. For the past two years, the circuit's season finale has taken place in this southern Ohio town of 22,000; thus ending in tandem both the eight-stop Easyriders Rodeo Tour and the conclusion of summer riding.

When this year's Rodeo arrived to the Ross County Fairgrounds the cornfields surrounding the facility had died and dried up, and any suspense left in the Rodeo season was about to do the same. That is, unless someone could inject a shot of Miracle Grow into his/her machinery to make a run at defending national champion Robert Tabor from upstate Canton, and his athletic and very female teammate, Stacy Case.

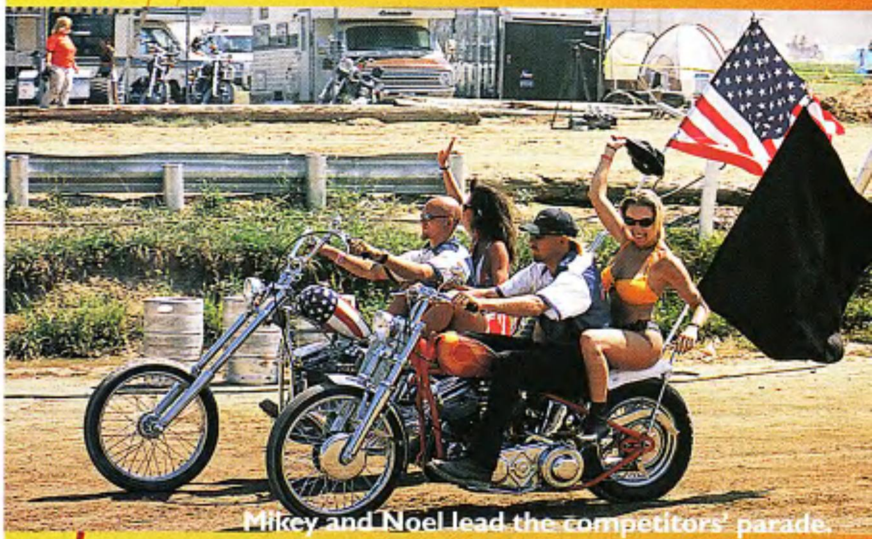
The Ohio natives had spent the summer running roughshod over the competition, from one corner of the Southeast, Wilson, N.C., up the Atlantic coast at stops in Prospect, Pa., Middletown, N.Y., and Keene, N.H. They further kept the throttle twisted and the pressure on through Midwest events in Fowlerville, Mich., Kankakee, Ill., and Waukesha, Wis.

Tabor's success, matched week by week by that of his 19-year-old son, Jason, had produced an audible outcry of bickering from many of his opponents, but he turned a blind eye to it all and simply said, "Beat me, if you can."

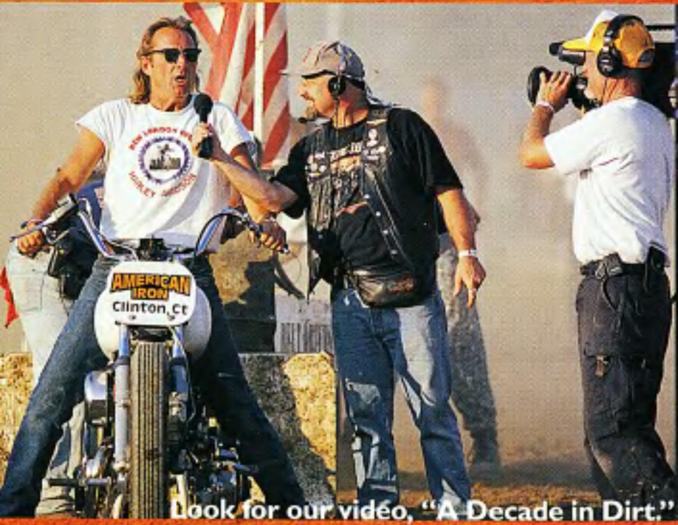
The situation was not unlike NASCAR champion Jeff Gordon and the envious venom he withstands from his fellow drivers. The majority of whom, like Tabor's foes, end up in his rearview, chokin' on the fumes of victory wafting in front of them.

After the smoke cleared from Saturday night's Demolition Derby, Bill Van Dyke's Wall Of Fire fun run, a motorcycle daredevil racing through a mobile home, and numerous new attractions on the midway, the real deal in the dirt got under way.

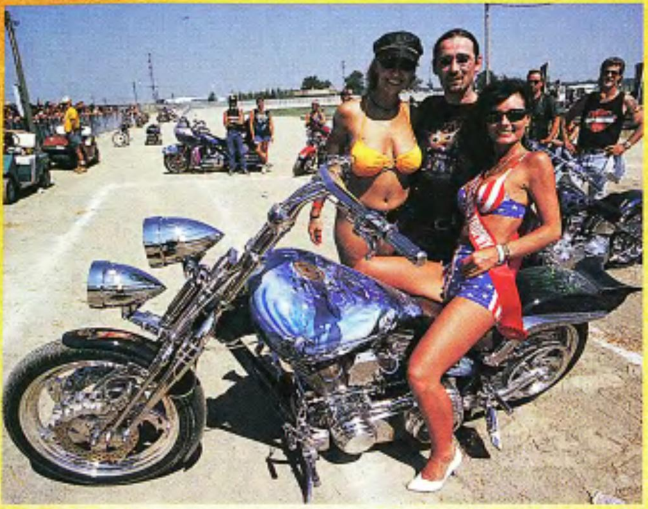
After the competitors' parade, lead by Rodeo Field Officials Mikey and Noel with Teresa and Ginger, the twin Trophy Girls, aboard the Captain America and Billy bikes, the crowd was treated to a stirring rendition of the national anthem by Van Dyke. The day's first prizes were awarded to the Bike Show winners: Tony Canning from Dublin, Ireland, for his bodacious →



Mikey and Noel lead the competitors' parade.



Look for our video, "A Decade in Dirt."



Tattoo contest winners with our trophy girls.

Rodeo champ Robert Tabor gets a cold reception.

'98 Springer; Ben Saylor of Kenton, Ohio, and his '90 FLTCH; and third place going to Ron Seitz's '97 custom Shovel. Chris Music and Jim Davis took the respective honors for the Bike Shine.

From there, the flag was up on the dirt events. Gas Trike led off the day with Bernie Beattie putting the wood to all but T.J. Smith, Robert Tabor, and Don "Spanky" Hamilton. The 300 points accrued by Tabor seemed to put him over the top, reducing the day's work to individual battles for top 10 placements and Team Points honors.

Tabor and Case were immediately challenged by Bob Hanna and his sister, Wendy Dupell, who entered in second place, 475 points from the top spot. Their win in the Tire Ride gave them hope. However, the Tabor/Case pairing had other ideas and kept their season-long cohesiveness together with a third place showing in the Brain Buster and a win in the Wienie Bite. That earned Stacy a wad of cash and a handsome belt buckle.

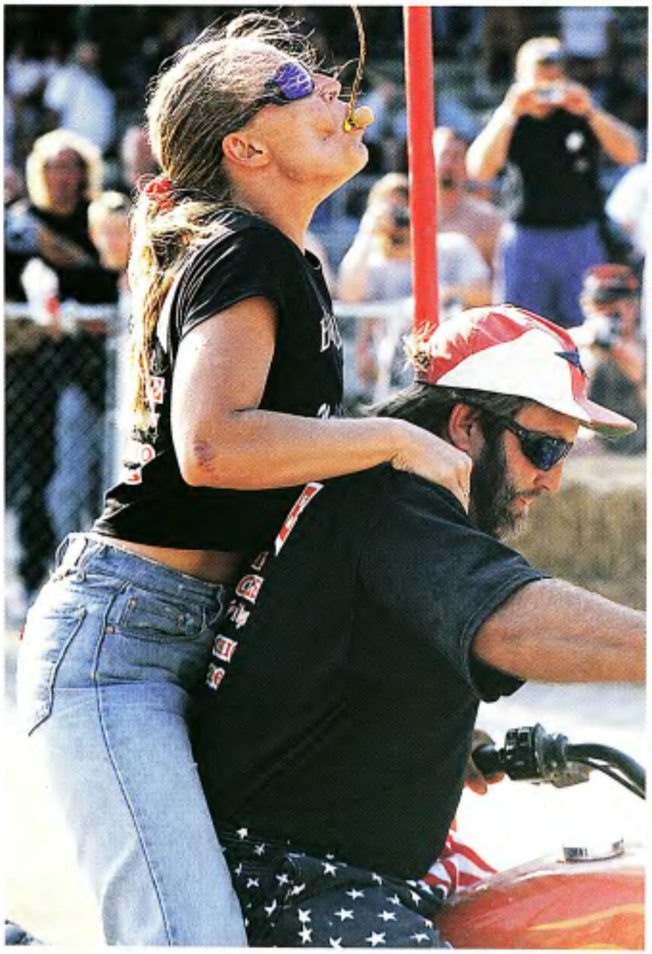
For his part, Robert played to an appreciative home-state crowd by keeping a stranglehold on his title. High placings and victories in the Slow Race, 1,000-pound Fuel Sled, Trike Gas, Barrel Race events made him Top Cowboy and put an additional $200 in his saddlebag.

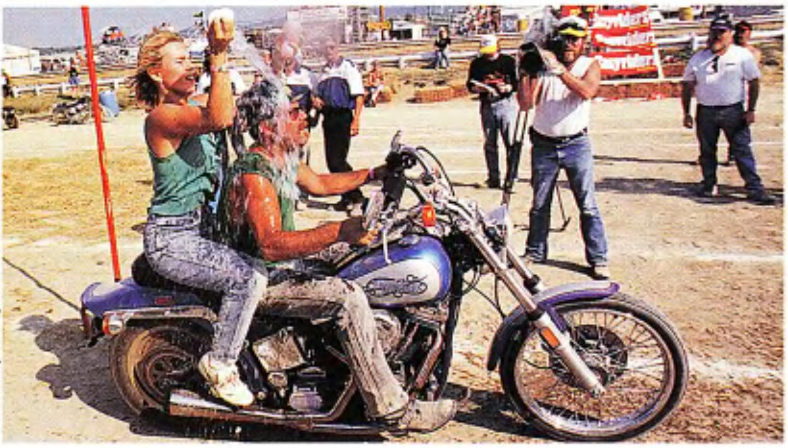
That didn't end the suspense for the rest of the pack, though. In the Team Points competition Bob and Wendy were being pushed by Mike and Colleen O'Herron, Jim and Pam Albney, Carl and Robin Christensen, and Vern and Kathy Demorest. Perennial bridesmaid Hanna defeated Tabor in an exciting Slow Race, took third in Keg Derby, came back to win the Barrel Race, and with the spud-finding skills of Wendy, won the Potato Haystack to lock up back-to-back second place finishes for the Balls To The Wall Racing team.

In the heavy-duty machinery battles, veteran sled puller Norm Greenleaf got the drop on Tabor, John Bauer, and Beattie in the 1,000-pound Fuel Class. Gary Freel, with a Fuel Trike win over Kurt Maxwell, Tom McNeilly, and Matt Poisson, solidified third-place overall by a scant 50 points over Buckeye native Maxwell. Chillicothe saw the reappearance of former champ Mike Poisson, who was primed to make shit happen, but it turned out younger bro Matt, himself coming off back surgery, had the mettle to medal.

The 30,000 fans in attendance →

Our editor Dave Nichols talks with winners.





Photos: Billy Tinney, Kim Peterson

were presented with pulse-pounding action and were proud to bask in the reflected glow of having two of their own (Tabor and Case) crowned Grand National and Team Points champions, amid a bath of the bubbly. No, it wasn't Budweiser, but a fine vintage brut nonetheless.

We all know the sport of motorcycling is year-round. When the weather turns to mud and the dust settles on the Easyriders Rodeo, we call it bench racing. That's where new projects and techniques are discussed among fans, riders, and racers. You can bet the competitors are working their strategies and getting a plan in shape to dethrone Mr. Tabor. Just as likely, he's designing a strategy to stay there. We'll let ya know whose worked next year. Be watchin'.

To see Chillicothe and other high-flyin' Easyriders Rodeo action on videotape, be sure to get your mitts on a copy of "A Decade In Dirt," a special release available in the spring at event locations and through mail order, as well as the regular *Easyriders* Video Magazine #39, due out February 15, 1999.

—Lothar the Rodeomouth

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TalkingTech

MORE ON MOBIL 1

I purchased a 1997 FLSTS last April, and at 2,500 miles I began running Mobil 1. Here are some things I noticed from the get-go: smoother starts, the engine's more quiet at all rpm levels, and it runs about 20 degrees cooler than the other bikes I run. Also, when I changed the oil at 5,000 miles, there was no gunk in the oil tank when it was cleaned out, and the lifter screen was totally clean. Remember, if it's good enough for Caterpillar, Corvette, ZR-1, and most all of NASCAR, the scoots will be just fine.

Frito
Ft. Smith, Arkansas

Thanks for making my point again, bro. Technology is here to help us, not hurt us. As timing would have it, I just got a press release across my desk announcing Mobil's new line of synthetic motorcycle oil. Hey, it's people like you and me who get this shit to happen, so spread the word and keep up the wrenchin'. I'll be expecting more updates from ya as the sled logs more miles. And thanks again.

IT'S A DRAG

I'm getting ready to purchase a new '98 XLH Sportster 883 Hugger, or a '98 XL 1200S Sportster Sport. I'll want to put drag pipes on my bike. How will this affect my performance, if at all? And what will I need to do if it does affect my performance? Also, what do the letters XLH, and FXSTS mean or stand for?

Frank E. Dodds
Omaha, Nebraska

Depending on how much baffle (if any) you run in the drag pipes, as well as the diameter of the pipe, your results will vary. I'd suggest nothing over 1 3/4-inch, and start with a full baffle. They sell half baffles also, but in the event your bike needs to be retuned, it's usually as simple as rejetting the carb. Just do yourself a favor and change one thing at a time, like pipes, then carb, then cam, or whatever. Changing everything at once can often compound problems, and not let you know which components are helping or hurting your power. As for the factory's model codes, they are many, and are far too numerous to go into here. The codes beginning with X are Sportsters, the F codes, such as FLH, FXSTS are big twins, which include the Softail models. FXSTS is the Springer Softail, FXST is a standard Softail, etc. A factory shop manual will lay all this out in more detail.

PAN-TASTIC

I intend to resurrect my 1956 96-inch Panhead chopper, which will be my release scooter. I'm intending to go with a Chopper Guy's Fat Guy Rigid frame with a 3-inch Primo belt drive and chain secondary. My problem comes up in regards to the upgrade for a 5-speed transmission. I'm truly interested in RevTech's 5-speed in a 4-speed box, but my engine shaft at this time is the early-style 1956 short shaft. I want to keep the Panhead old-style look and would love to run the 5-in-4. Is there a problem mating this transmission to this setup? Should I change the shaft? I have also considered the Sputhe 5-in-4, and have seen that there is a kicker kit designed specifically for it.

Willy D.
Douglas, Arizona

I have a bike I built similar to what you're planning on, but I'm running a big Evo instead of the Pan. The Sputhe 5-in-4 was the original tranny, and they make a kicker kit for it. RevTech's 5-in-4 is also available with a kicker. As for mating up the tranny to the Panhead, I would advise you to talk to Karata Enterprises (3 River Rd., Conshohocken, PA 19428; 610-825-2070) since they have a 3- or 4-inch belt drive and a new motor plate that will bolt a Knuckle or Pan to late-model 5-speeds. Also, Belt Drives Ltd. has a 3-inch belt drive setup that may work for you. They can be contacted at 3080 E. La Jolla St., Anaheim, CA 92806; (714) 630-1433. Also, the Chopper Guy's frame will accept the Panhead without any problems, so you won't need to have it custom-built. They have answered that question for me in the past, so I know you'll be all right. Hope this gets you headed in the right direction. Let me know if you need help with anything else.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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EASYRIDERS PUBLISHER GOES CRAZY!

On November 1, 1970, I formed a corporation with two of my best bike-riding buddies, Lou Kimzey and Mil Blair. The purpose of this corporation was to publish *Easyriders* magazine—a magazine *for* bikers *by* bikers— and it's been one hell of a ride!

With the dawn of the new millennium approaching, I began thinking—hey, by the year 2000 we will have been around for 30 years, and another 30 years from now I'll probably be taking my last ride. What can I do to make sure the company will continue to be owned *by* bikers and be *for* bikers? Well, as always, a long ride in the wind gave me the answer: "Let the readers own the company!" And

Ringing in the start of trading day when Easyriders, Inc. listed on AMEX. The bell didn't break, but it was probably the loudest start a stock ever had.
From left: Joe Teresi, Bill Prather, Ron Corwin, AMEX

not just *Easyriders* magazine, but the whole damn assortment of companies that grew out of Easyriders: Since 1970 we've added *In The Wind*, *Biker, V-Twin, VQ, Quick Throttle, Tattoo, Flash, Savage,* and *American Rodder*. We do bike shows, rodeos, and demolition derbies, have a Bros Club road service, franchised Easyriders bike shops and cafes, and a line of Easyriders Roadware.

GOES PUBLIC!
TRIES TO BREAK AMEX-BELL!

So we rolled all the above together into a new public company called Easyriders, Inc., and listed the shares on the American Stock Exchange (AMEX) under the symbol EZR. Now anybody can purchase shares in Easyriders, Inc. through their brokers.

"Let The Readers Own The Company."

We would have liked to send you a share of Easyriders stock for free—but legal mumbo-jumbo won't allow it. So, instead, we had Dave Mann design a limited series of commemorative certificates to memorialize the Easyriders, Inc. opening on the American →

"We Are Going To Send You A $10.00 Rebate Check That You Can Use For Any Purpose You Like."

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All you have to do to receive one of these limited-edition Dave Mann certificates and receive your $10.00 rebate check is subscribe, renew, or extend your subscription to *Easyriders, V-Twin,* or *VQ* magazine before March 31, 1999.

Like I said, it's been a hell of a ride so far, and I'm looking forward to the next 30 years—it wouldn't have been possible without all of you devoted subscribers riding with me. You've been great—I hope you enjoy this token of my appreciation for your years of support. Thanks.

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Joe Teresi

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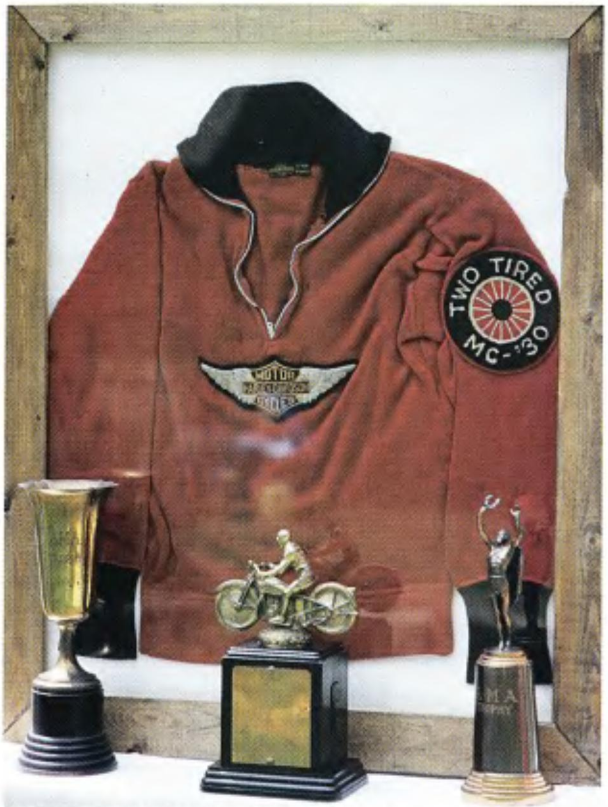
The Blue Grass Motorcycle Museum of Kentucky



Faded memories of past glory on display.

Save anything long enough and it's priceless, even oil cans.

His first two-wheeled experience was on a Harley Hummer as a greasy-pantsed Kentucky-born kid. No one could have predicted the significant role this hard-ridin' Vietnam vet would contribute to motorcycling.

Bred in the infamous Baby Boomer era, Jack "Hombre" Embrey came out of Vietnam and four years in the Marines, and like so many of us, went on to own a chopped Harley. Even as a kid he started using the few dollars he had to buy up motorcycle collectibles. Young Jack was soon an accomplished wrench and painter. In the early days, folks would bring parts, the bike, and a 12-pack of iced-down beer and Hombre would have you up and running damn quick. Putting thousands of miles on a '48 Pan, which he still owns after 25 years and has completely returned to stock, also has kept his mechanical skills sharp.

Jack opened his own bike shop near Hartford, Kentucky, in the early '80s, making his hobby into a rewarding living. Instead of the 12-pack, Hombre started asking folks to bring along 20 bucks for scooter repairs. Soon, Jack's labor of love was paying the bills, and the weekends were spend rummaging for antique bike parts. In no time, antique restorations cluttered every nook and cranny of his property. Finally, unable to move because of the boxes of bike parts and memorabilia, Jack's fertile mind devised what has become known as the Kentucky Motorcycle Museum. "I'd go through boxes that have been stored for 22 years and find motorcycle toys worth $500 to $2,000 today. I thought, why the hell not!" The next day, Jack and family began the construction of the Blue Grass State's first and only motorcycle museum. The Kentucky Tourism Division has placed Hombre's museum on Kentucky Tourism Maps and it's also registered in the Tourism Guide.

You won't find a huge glass and brick structure, but you *will* find the heart and soul of motorcycling, created by a family who lives the lifestyle everyday. It is a class act featuring more than 20 vintage scoots and a dozen more in storage awaiting finishing touches. Hombre told us, "My dream is to saddle up my 1927 Henderson, take two months off, and discover what that Henderson's all about. I know every piece of that machine. As long as I've got the hours left in my butt I think I can putt 300 to 500 miles a day."

Finding a little vacation time isn't easy, in between running the bike shop and museum, not to mention the time spent meeting and greeting antique bike fans. "Hell, I've met people from 28 states and five countries in the past three years. They really think they've gone back in time to a shop from the '30s or '40s. In fact, I'm thinking about recording some of the local old-timers' stories for posterity. It's important I tell 'em back straight just like they tell 'em.

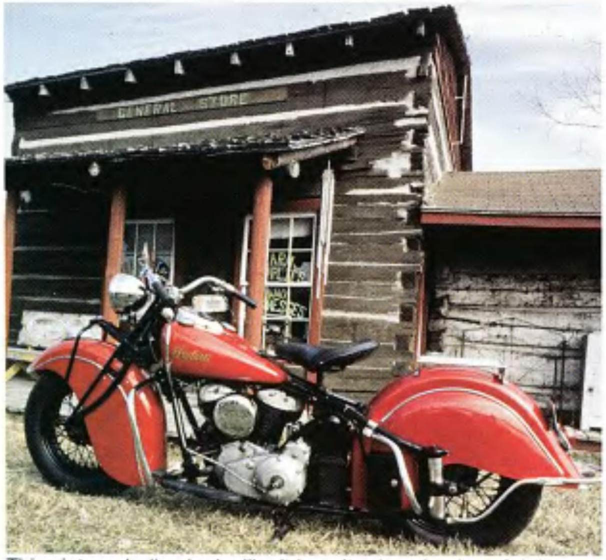
"Two of these old-timers met in the late '40s at a Harley shop in Hammond, Indiana, and they'll both ride over here from five states away just to meet up at our place. One lives in Alabama and the other is from western Kentucky. Then there's Pete Christanson, an old AMA racer from northern

Rare Harley tank badges and deco logos.

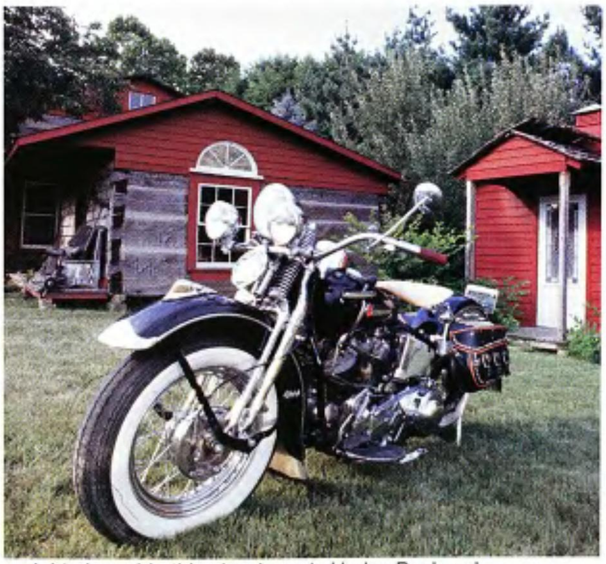
Ohio. Pete raced with John Davidson back in the old days. He brings photos and things he's collected over the years that have lots of historical and sentimental value. He wants me to display them. You couldn't place a value on these items nor could you find them at any swap meet.

"That's the thing about having the museum that's so cool. People come in and within 10 or 15 minutes say, 'Wow! I've got exactly what you need.' And almost always within a week, they'll come back with an antique item or photo or they'll send it to me and I'll put it on display in the museum.

"I've owned many of the bikes in this museum for 20 to 25 years. Back when I started collecting 'em, I could find a →



This vintage Indian looks like it hasn't missed a day of riding ...



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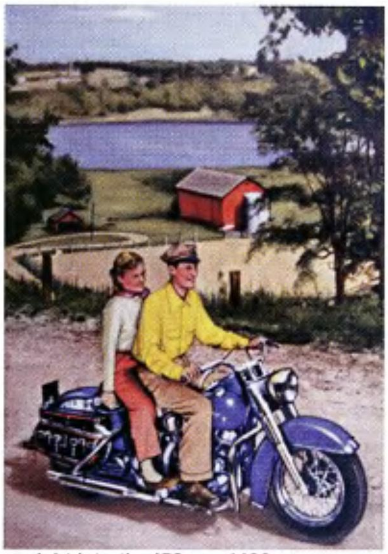

... right into the '50s and '60s.

bike for $1,500-$2,000. They're part of me now. Hell, I had this guy come in from Germany last year and offer me enough money to retire on. He wanted everything but the lock on the door. He left his family at Disney World to come to Kentucky. I kept telling him it wasn't for sale, then he'd start trying to buy individual bikes and finally after a couple of hours of this I said, 'Look, Bud, I don't want or need your money.' I explained nothing is for sale collectively or individually. He bought two T-shirts and left."

It's obvious that riding and collecting antique iron is a way of life for Hombre. "Right now I'm restoring a '32 Indian Chief, also a 1960 S10 Super-10 and a late '70s model Harley. Old bikes are like kids to me. If you've got five kids or five bikes, it seems that if one needs a pair of shoes, so do the other four. When you've got 30 bikes, each one needs attention. Like kids, they take up all your money and time."

—Balls

Just stoppin' in for a sarsaparilla on Harley's best.

Photos: Michael Farabaugh

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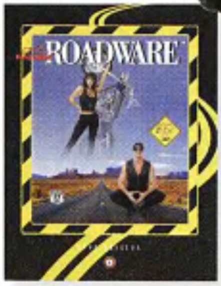

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Kim Hotinger builds a keeper

Xtreme chop

Kim Hotinger has spent the last 10 years riding and building masterful motorcycles. The stretched praying mantis of a chopper before you is his 20th custom creation. In his time Kim has built custom baggers, hot rods, Softails, bar hoppers, and eye-poppers, but when this project began, he dipped into his alchemy bag to conjure up something altogether different.

"A buddy of mine at Bad Bones finished a killer chopper and I was looking for something different to do. I guess I got the chopper bug," Kim told us.→

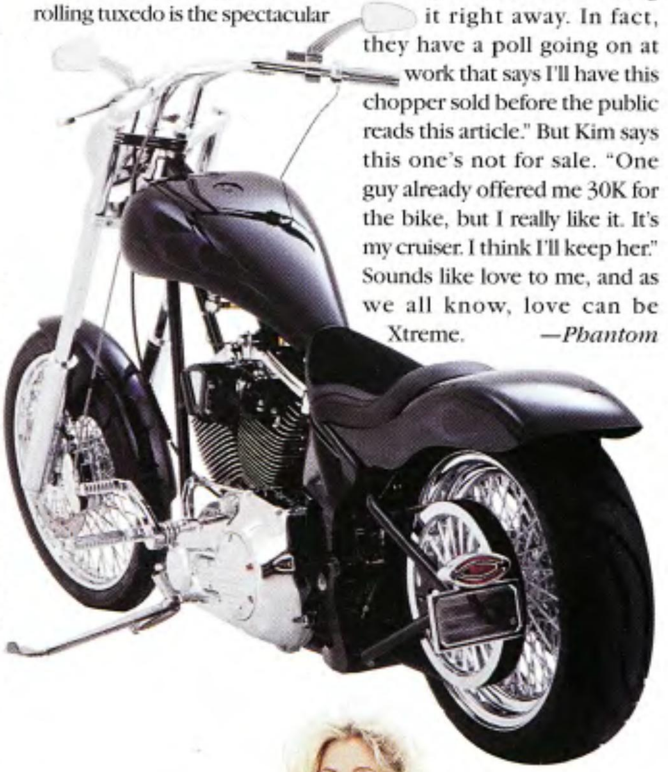
He wanted to create a super clean, tasteful chopper, utilizing the finest assortment of parts the aftermarket world has to offer. The challenge was to combine them all to create a unified look. "I also wanted to show folks that you can build an entire bike without using Harley parts. This scoot is 98 percent non-Harley; in fact, you can get most all of the parts for this bike right out of catalogs. You just have to know where to look."

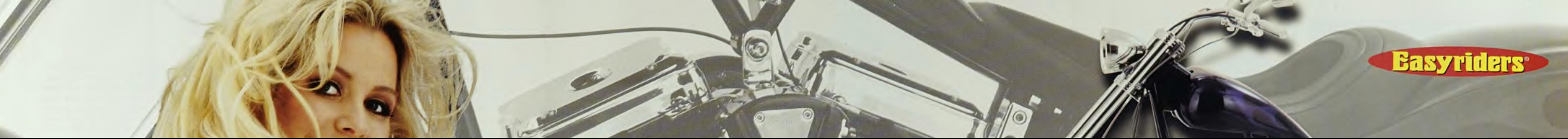
In fact, the only parts on this motorcycle that came from H-D are the compensator sprocket, the shocks, and the outer primary cover. Even the shocks will soon make way for aftermarket goodies. Hotinger began with a custom Softail-style frame by Travis Hill of Xtreme. Travis also created the artful gas tank and oil bag.

Before things got rolling too far along, a certain fabricator who shall remain nameless, locked the frame, tanks, and Milwaukee Iron fenders in a storage shed, saying he was going for doughnuts. The man didn't return for six months ... some doughnut run.

Kim's friends at California Motorcycle Company built the 88-inch S&S motor, while paint wizard Lenny Lochmiller prepared the frame, stretched the tank, and then painted the deep, mystical purple ghost flames. Damon's then sprayed about 3 inches of clear over the whole thing for that "fall into the abyss" effect. A state-of-the-art tranny was supplied by the infamous "Jim" of JIMS. Finishing touches include a tasteful mix of Legends forward controls, pegs, mirrors, grips, taillight, and wheel sprocket, with outstanding Hallcraft's 80-spoke wheels. The rose on the lapel of this rolling tuxedo is the spectacular custom seat by Lars of Hi-End.

As soon as this Xtreme chop rolled out into the sunlight for its maiden voyage, Kim took her straight to Sturgis. "I was amazed at how well the bike rides," Kim said. "I took it from Sturgis to Deadwood for a shakedown and it handled the mountain curves a lot better than most of the other bikes I've built. People who know me say I have a reputation for building a bike and then selling it right away. In fact, they have a poll going on at work that says I'll have this chopper sold before the public reads this article." But Kim says this one's not for sale. "One guy already offered me 30K for the bike, but I really like it. It's my cruiser. I think I'll keep her." Sounds like love to me, and as we all know, love can be Xtreme. *—Phantom*




Easyriders

passin' gas

The bro walks into a pub and sees this sign hanging over the bar:

Cheese Sandwich: $1.50
Chicken Sandwich: $2.50
Handjob: $10

Checking his wallet, he walks up to the bar and beckons to one of the three exceptionally attractive blondes serving drinks to an eager-looking group of locals.

"Yes?" she inquires with a knowing smile. "Can I help you?"

"I was wondering," asks the bro, "if you're the one who gives the handjobs?"

"Yes, I am," she purrs sexily.

The bro replied, "Then wash your hands, lady—because I want a cheese sandwich."

Mikey
Port Coquitlam, B.C., Canada

Twiggy and Lola were puttin' down the same country lane they'd ridden 40 years ago on their honeymoon. Cruising through the secluded green pastures, they passed a ranch with a tall deer fence running alongside the road. Lola said, "C'mon, Twiggy, let's do the same thing that we did right here back in '59."

Grinning, Twiggy pulled the old Knucklehead over, backed his ol' lady against the fence, and proceeded to jump her bones like never before. It was wild.

Back on the bike, Twiggy winked at her and said, "Lola, I ain't bullshitting a bit—you moved better today than you did 40 years ago, or for that matter, any other time I can remember!"

Lola replied, "Shit, babe, 40 years ago that damned fence wasn't electrified!"

Doc Tillis
Denton, Texas

THE BEER PRAYER

Our Lager,
Which art in barrels,
Hallowed be thy drink.
Thy will be drunk (I will be drunk)
At home as it is in the tavern.
Give us this day our foamy head,
And forgive us our spillages,
As we forgive those who spill against us.
And lead us not to incarceration,
But deliver us from hangovers.
For thine is the beer, the bitter, the lager,
Barmen.

Terry C.
Westerville, Ohio

The passengers on a commercial airliner are waiting for the cockpit crew to show up so they can get under way. Finally the pilot and co-pilot appear at the rear of the plane and begin walking up to the nose—but both appear to be blind.

Each is wearing sunglasses. The pilot is using a white cane, bumping into passengers right and left as he stumbles down the aisle, and the co-pilot, leashed to a guide dog, follows him clumsily into the cockpit. At first the passengers think that it must have been some sort of practical joke.

However, after a few minutes the airplane starts moving down the runway. The passengers look at each other with some uneasiness. Then the airplane starts accelerating rapidly and people begin panicking. Some passengers are praying, and as the plane gets closer and closer to the end of the runway, the voices are becoming more and more hysterical. Finally, when the airplane has less than 20 feet of runway left, everyone screams at once, and at the last possible moment the airplane lifts off and is airborne.

Up in the cockpit, the co-pilot breathes a sigh of relief and remarks to the captain, "You know, one of these days the passengers aren't going to scream, and we're all gonna get our asses killed!"

Morris the Cat
In the Hat

Panhead Pete walked into his pad and discovered his ol' lady sitting cross-legged on the couch, with the phone in one hand and the other hand buried in her crotch area.

"What the hell are you doing, woman?" he roared.

"I'm calling a phone-sex service," she said, "and they've got me on hold."

Big D
Funtown

Sadie had lost her ol' man almost four years ago and still hadn't gotten over it, mourning as if it were only yesterday. Her daughter, constantly trying to get her back into the dating world, finally talked her into hooking up with a biker friend for a romantic weekend in a one-room cabin in the Catskills, knowing what that would lead to.

Their first night at the cabin, Sadie undressed as the bro stripped down. There she stood, nude except for a pair of black lacy panties. Looking at her he asked, "Why the panties?"

She replied, "My breasts you can fondle, my body is yours to explore, but down there I am still in mourning." He knew he wasn't going to get lucky that night...

The following night, the same scenario. She stood there with the black panties on, and he whipped off his pants, revealing an enormous erection on which he was wearing a jet-black condom. Startled, she asked, "What's with the black condom?"

He replied, "I wish to offer my condolences."

Hotshot
Lafayette, Ind.

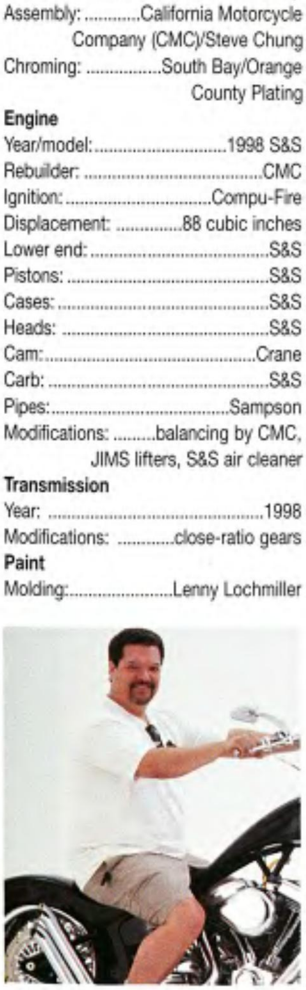
Tiny was looking over several handguns at the sporting goods store. "I think you might like this one," suggested the dealer, pointing to a big mutha behind the glass counter. "It shoots 18 rounds without reloading."

"Whatdafuck do ya think I am," said Tiny, "a polygamist?"

DeeCee
Capitolizin'

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner:	Kim Hotinger
City:	Covina, California
General	
Fabrication:	Xtreme
Year/make:	1998 Special Construction
Model:	Xtreme Chop
Assembly:	California Motorcycle Company (CMC)/Steve Chung
Chroming:	South Bay/Orange County Plating
Engine	
Year/model:	1998 S&S
Rebuilder:	CMC
Ignition:	Compu-Fire
Displacement:	88 cubic inches
Lower end:	S&S
Pistons:	S&S
Cases:	S&S
Heads:	S&S
Cam:	Crane
Carb:	S&S
Pipes:	Sampson
Modifications:	balancing by CMC, JIMS lifters, S&S air cleaner
Transmission	
Year:	1998
Modifications:	close-ratio gears
Paint	
Molding:	Lenny Lochmiller
Painter:	Lenny Lochmiller
Color/type:	black with purple ghost flames/House of Kolor
Special paint:	Damon's, Concept Powdercoating
Frame	
Year:	1998
Builder:	Travis Hill, Xtreme
Type:	chopper
Shocks:	H-D
Modifications:	6 ½-inch rise, 3-inch stretch, 36-degree rake
Accessories	
Bars:	Ness
Handlebar controls:	Performance Machine
Fenders:	Milwaukee Iron
Headlight:	Road Wings
Taillight:	Legends/Smith
Pegs:	Legends
Electrics:	Bad Bones
Foot controls:	Legends
Gas tank:	Xtreme
Oil tank:	Xtreme
Oil system:	S&S
Seat:	Hi-End
Mirrors:	Legends
Grips:	Legends
Forks	
Type:	wide glide
Builder:	Sullivan Bros.
Modifications:	12 inches over
Wheels	
Front	
Type:	Hallcraft's 80-spoke
Size:	21-inch
Tire:	Metzeler
Brake:	Nova
Rear	
Type:	Hallcraft's 80-spoke
Size:	17-inch
Tire:	Avon
Brake:	Nova
Photos:	Raiko Hartman



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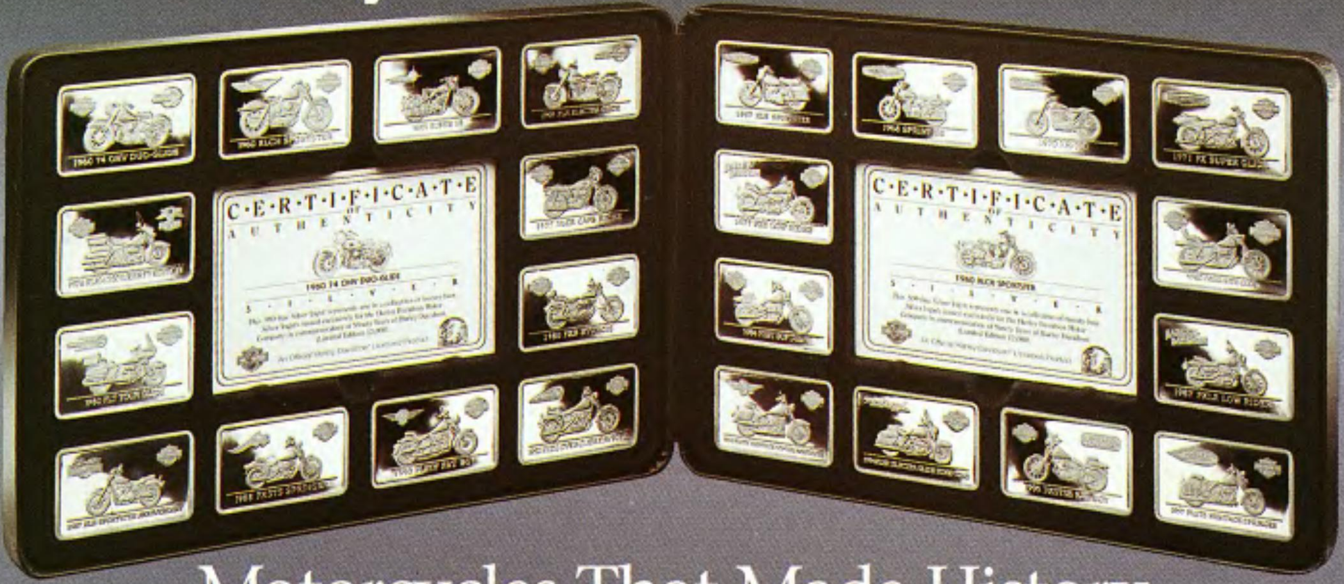

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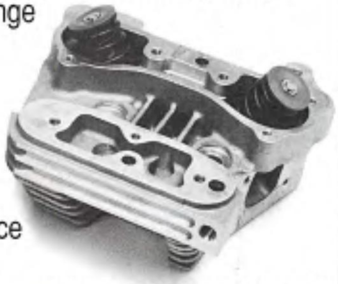

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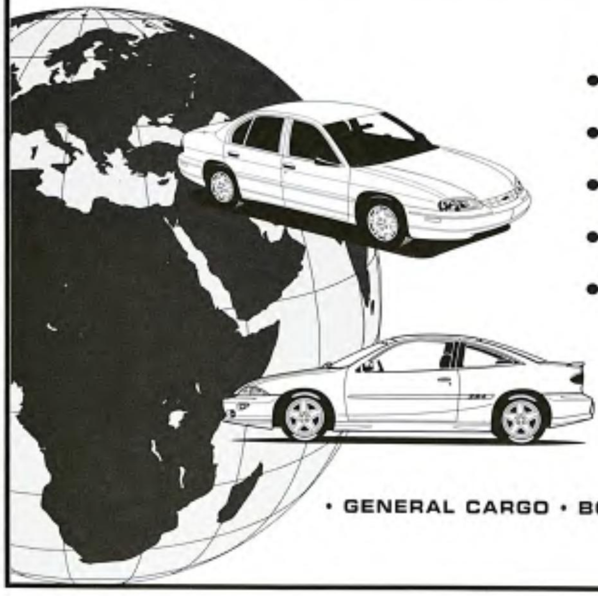

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Switzerland is famous for many things, among them its almost Disney-esque-looking mountains and villages (conjuring up images of Heidi), its chocolate, its political obstinacy, and, of late, for its Nazi gold. And while Swiss time may be running out on many important issues in this world, for Vinc, one of this country's best-known artists, it is not only of the essence, but also his friend.→

An Artist Named Vinc

Swiss time is on his side

At the age of 37, Vinc is merely a youngster among the masters of his genre, and he has his whole adult life as an artist before him to continue to develop his already awesome and intriguing style, a mixture of opulent, '60s-style pop art and posterism (actually, he calls them "high-techno designs") with in-your-face details. His paintings look like they might have been airbrushed, but are instead meticulously pieced together, one stroke at a time. Yes, Vinc earns his money the old-fashioned way: He paints with his brush.

"Some of these paintings take me a month or more to do, depending on the size and the degree of difficulty of the theme," Vinc explains. With paint being the common denominator and size one of the variables, one can easily surmise the task beforehand, when the empty canvas measures three by three feet, waiting to explode with Vinc's prurient color schemes. Much like a Swiss watch, Vinc's paintings are the epitome of intricacy and exacting detail—not a drop of Harley orange too much or too little, every little screw and every piece of shimmering chrome in its proper place and highlighted just perfectly to catch the viewer's discerning eye. It can safely be said that no one paints Harleys like Vinc does.

For Vinc, it all began about 10 years ago, through friends who rode Harleys. At that time, he worked as a clothing designer, but his love for all things American already had been evident long before then. So it was only a natural step to go from designing clothes to painting, and from sketching jackets and pants to drawing Harleys. Vinc doesn't just admire America from afar. "I used to live in Los Angeles in the eighties," Vinc says. "And still today, about once a year, I come to Los Angeles to visit friends and look for inspiration for new paintings."

Being who he is, it's no surprise that Vinc knows all the movers and shakers of this industry, and wherever he goes, his

reputation precedes him. Just last year, Oliver Shokouh, founder and organizer of the famous Love Ride, invited him to hang his paintings on the walls at Glendale Harley-Davidson, which lent the dealership a rather unique and awe-inspiring atmosphere. His first painting sold at an art exhibit in Geneva back in '94, but his many fans and friends throughout Europe and the United States have made sure that his subsequent originals are as far afield as the various shops, garages, living rooms, and galleries around the world in which they are proudly exhibited.

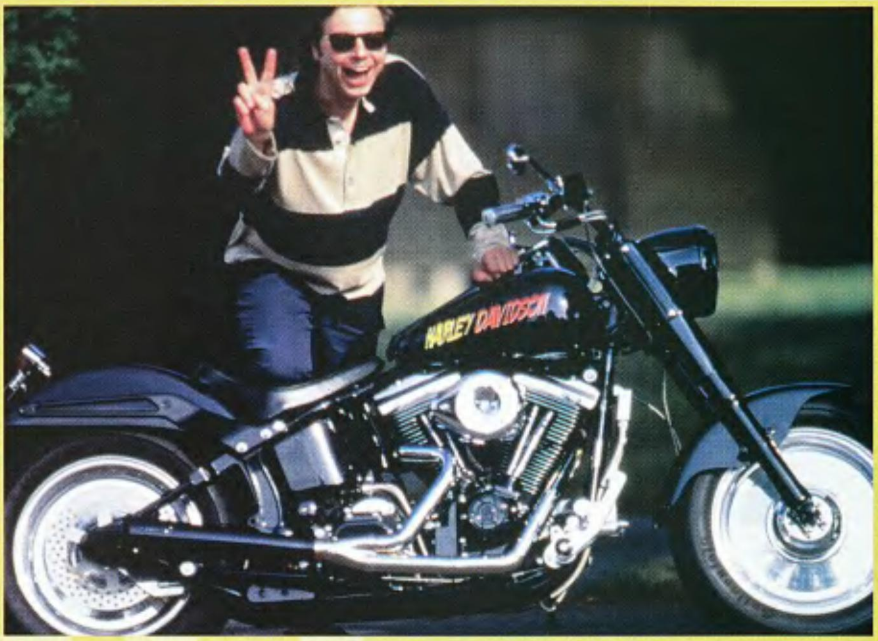
The idea of making a living by doing something you love is certainly not an ignoble one, and Vinc insists that the prices for some of his originals only reflect the labor and love he's infused into them. Sure there are prints to be had of his originals, which he lets go for 150 bucks a piece, but if you'd like to call one of his acrylic three-by-threes your own, you'd have to come up with a bit more cash, like, say, 10 grand or so. But on the other hand, since when has anything that has to do with Harleys ever come cheap?

His typical customer is most likely between 35 and 50 years old, probably has a custom Harley in his garage, and doesn't mind the temporary, minor financial setback in exchange for something that means more to him than just another picture on the wall. After all, it's not just another wristwatch that can be forgotten in the gym locker.

Swiss time is definitely on Vinc's side, and the muses are smiling upon him. He does what he loves and loves what he does. And together with his long-term girlfriend, Katerina, a scientist and expert on obesity, Vinc is content to let the dice fall where they may. As long as he can paint, he'll always be able to afford to put Swiss cheese on his bread.

And that's the skinny on that.

—Red Baron



For those interested in finding out more about Vinc and his Harleys on canvas, visit his Web site at: www.treasures.com. If that's not informative enough, you can write to him at: Vinc, 9, Ave. Miremont, 1206 Geneva, Switzerland. Or, if you're in a real hurry, just give him a jingle at (41) 22 789 15 56.

Photos: Emmanuel Joffet

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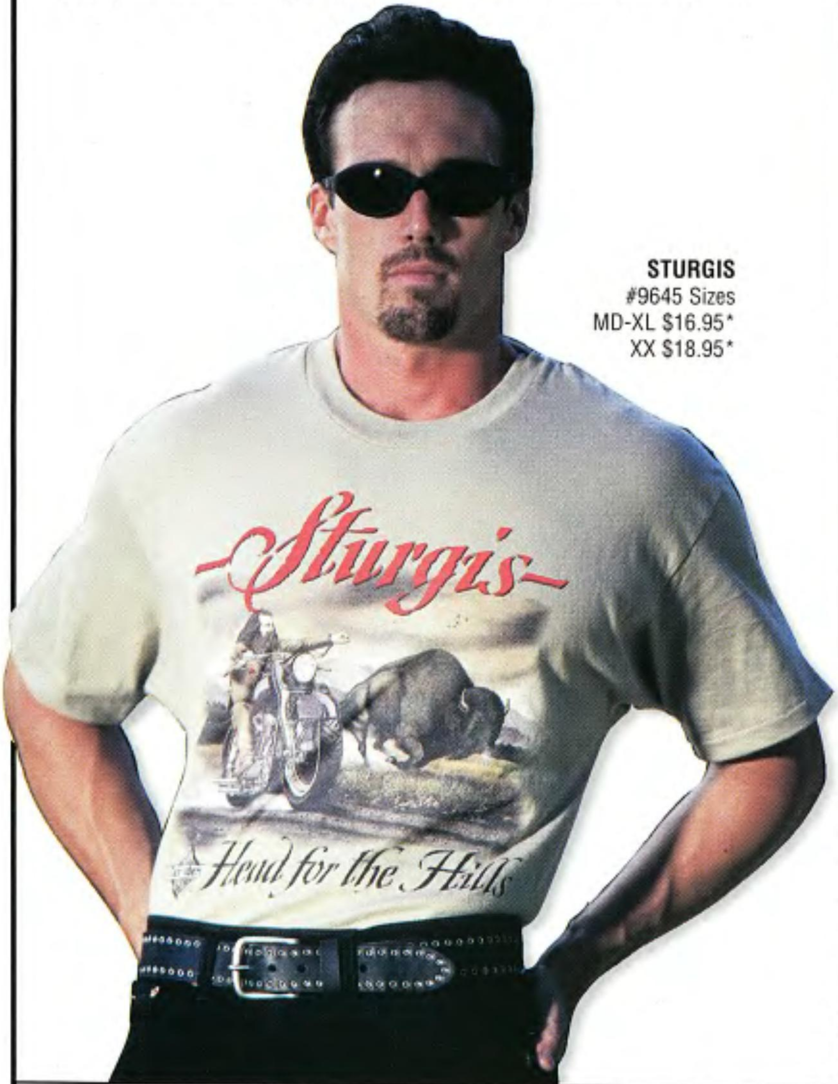

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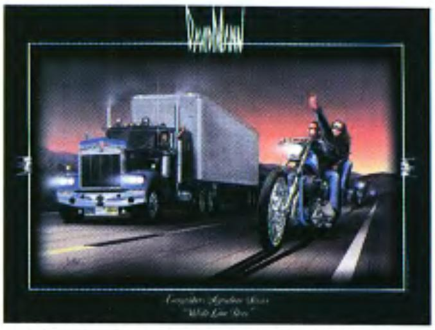

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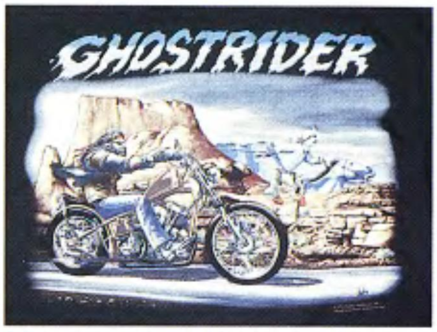

DAVID MANN'S "GHOSTRIDER". This timeless piece of art is printed in great detail. #8580 Sizes MD-XL $16.95*, XX $18.95*, XXX $20.95*

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Bill and Mona take their wedding ride, June 13, 1998, aboard their (his?) '76 FLH. —*Bill and Mona Toepfer, Peru, Ind.*

Van and Mark with a B-17. —*Mark Sherman, Hanford, Calif.*

It's an upside-down world. —*Spike Ledray, Hollister, Calif.*

Connie and Munch, ABATE of Iowa Freedom Rally

S. More, Humboldt, Iowa '98

Julie, Michelle, and Betty add spice to any run. —*Julie Lenz, Prospect, Pa.*

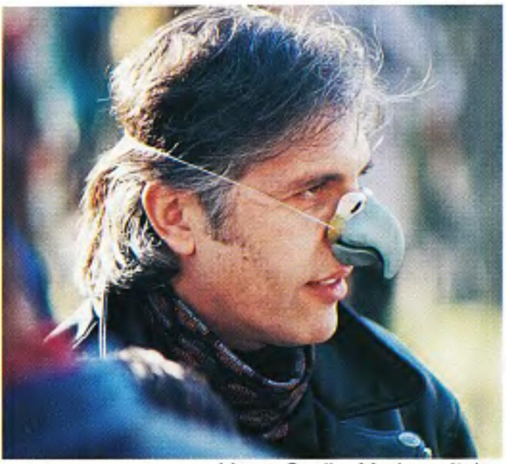
Walter and Joelle enjoy a freedom putt on their '98 Road King in southern Oregon. —Brooks Garten, Ashland, Ore.

Improving community relations in South Dakota. —Otay, Eleva, Wis.

Colorado riding on the way to Sturgis. —J. Dintleman, Lake Havasu City, Ariz.

—Trapper John, Gulfport Blowout, Miss.

—Frank White, Bergenfield, N.J.



—Marco Sgalla, Modena, Italy

Suck 'em up. —Ray Owens, Welcome, N.C.

Wheel-standin' at KCIR. —Stripe, Kansas City, Mo.

Rat, On the road, Great Salt Lake, Utah —Gary Rathbun, Twin Falls, Idaho

—Puff, Daytona Bike Week '98

—Randy, Gary, and Anna, Sturgis '97

Keepin' us free. Semper fi, bros. —Master Sgt. John Huffman, Okinawa, Japan

—Badger Don, Humboldt, Iowa '98

—K'torr, Laconia '98

And another one bites the dust. —Joel and Rhonda Bischoff, New Haven, Ky.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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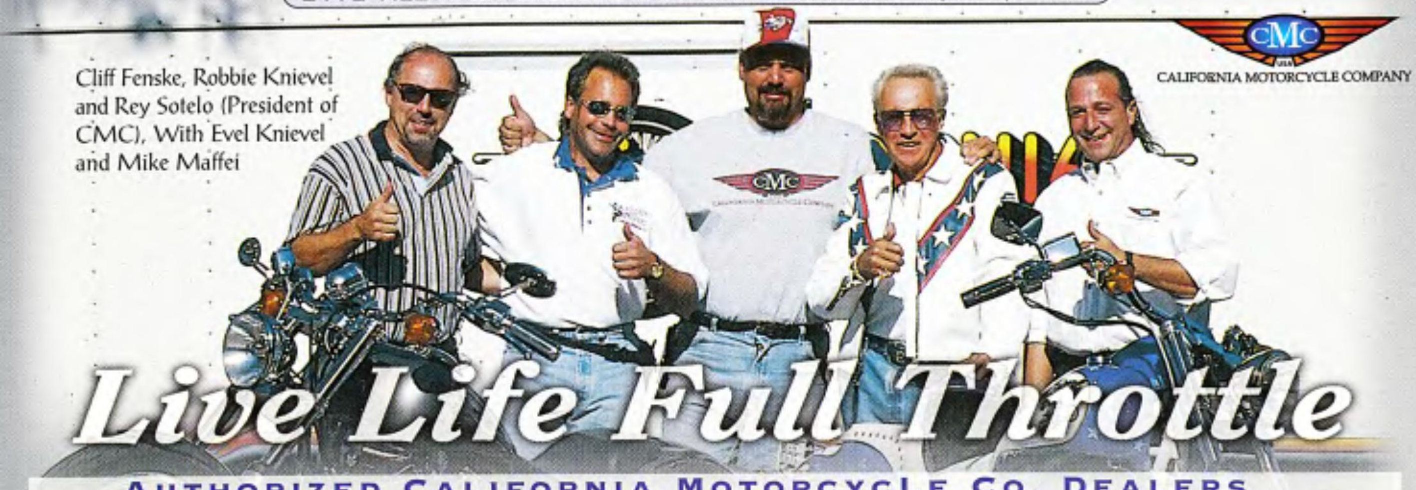

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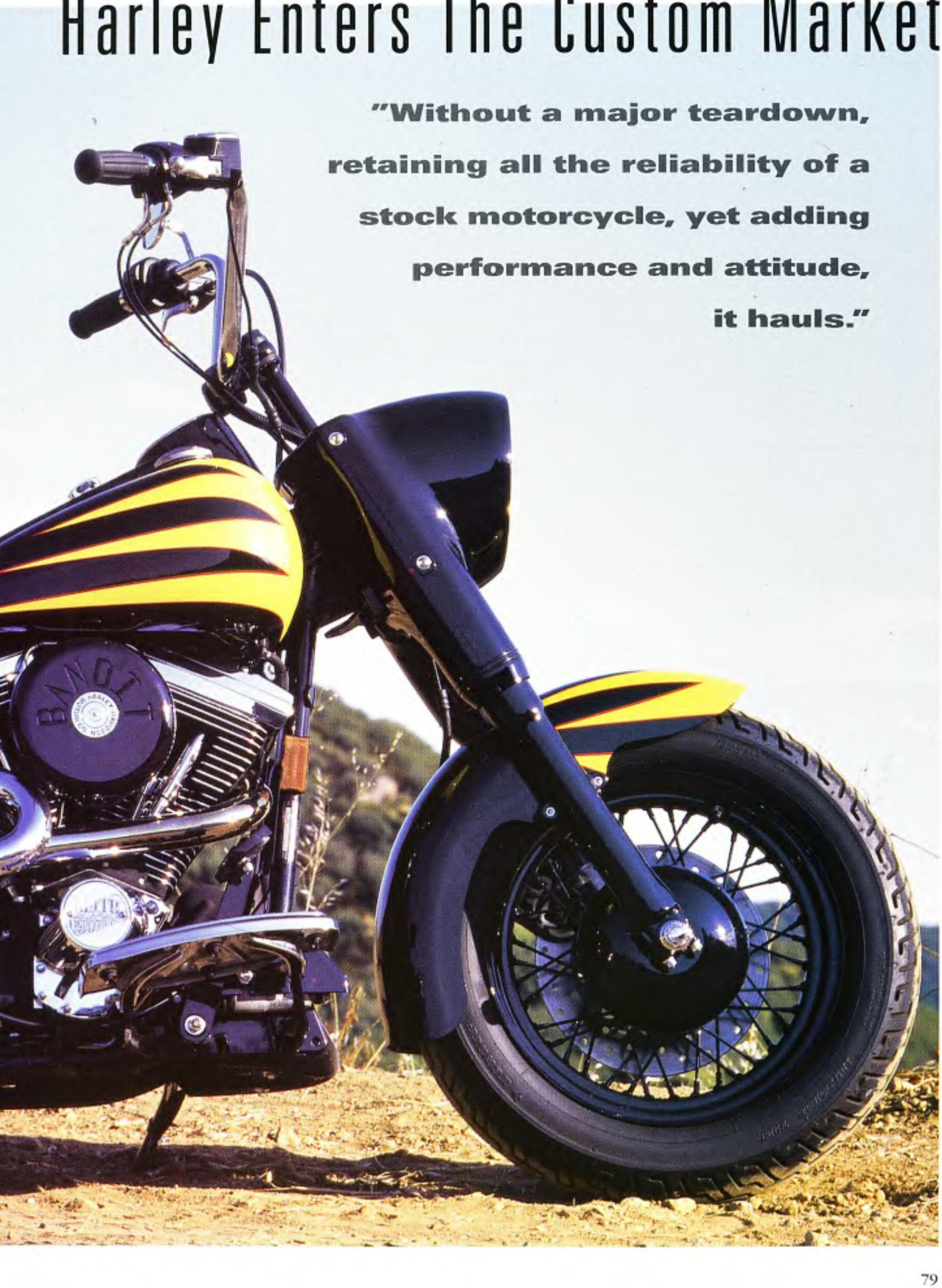
Street Stalker

Myron Larrabee (Easyriders Scottsdale), Karl Karlieber (chief of the Scottsdale Fire Dept.), and I sliced from the Bay Area, into Reno, up through Winnemucca, Nevada, cut the corner off Oregon, and landed in Boise, Idaho. Another group met up with us and we wound our way into Sun Valley. Another party, and we navigated the fringes of Yellowstone into Jackson Hole, Wyoming. After a day's rest, we hauled for the homeland—Sturgis. A quick 2,000 miles and this putt didn't blink. (Check the whole Sturgis saga on Bandit's Bikernet: www.bikernet.com.)

With the design assistance of Li'l John Buttera, Harley-Davidson has launched into the custom market. Actually that's not true. The factory made custom rumblings in 1971 with the Willie G.-designed Super Glide and with several models in the interim years, such as the Springer Softail, Bad Boy, flamed Wide Glide, and more. But recently, with Wyatt Fuller on board and Li'l John offering design concepts, Harley has expanded its aftermarket parts business with billet lines of components, chromed cast emblems, and now this Street Stalker kit, which completely changed the look of this 1997 Fat Boy. →

Harley Enters The Custom Market

"Without a major teardown, retaining all the reliability of a stock motorcycle, yet adding performance and attitude, it hauls."



So we put the fresh paint to the test on the back roads of Oregon, the steep hills of Idaho, and the 100-mph spurts on the wide open freeways of Wyoming.

We've covered the build-up of this blacked-out scoot through the last four issues, beginning with a CV carb hop-up by Departure Bike Works in Richmond, Virginia (October '98, #304), Bartels' hop-up (November '98, #305), the Street Stalker kit installation, (December '98, #306), and the Harley-Davidson wide tire kit installation (January '99, #307). Now here it is in all its glory. Without a major teardown, retaining all the reliability of a stock motorcycle, and adding performance and attitude—it hauls.

One item to note, when exchanging the stock system for the wide tire kit, you receive a 65-tooth wheel pulley. That single modification allowed me to roll up to 75 mph in fourth gear before shifting into fifth. Whatta fine feeling.

—*Bandit*

Easyriders

Owner: Bandit
City: Greater Los Angeles

General
Fabrication: Harley-Davidson
Year/make: 1997 Harley-Davidson
Model: Fat Boy
Assembly: Bartels' H-D
Chroming: black powdercoating

Engine
Year/model: 1997 Evo
Rebuilder: Bartels' hop-up
Ignition: Screamin' Eagle
Displacement: 80 high-compression cubes
Lower end: factory
Pistons: original
Cases: black wrinkle
Heads: ported and shaved .080
Cam: Bartels' BP-40
Carb: modified CV by Departure Bike Works
Pipes: one-off Bartels'
Modifications: Dewey air cleaner cover Durango, Colo., Screamin' Eagle air filter and backing plate, Bartels' adjustable pushrods

Frame
Year/type: 1997 Softail
Builder: factory
Modifications: 1-inch lower, H-D chromed shocks

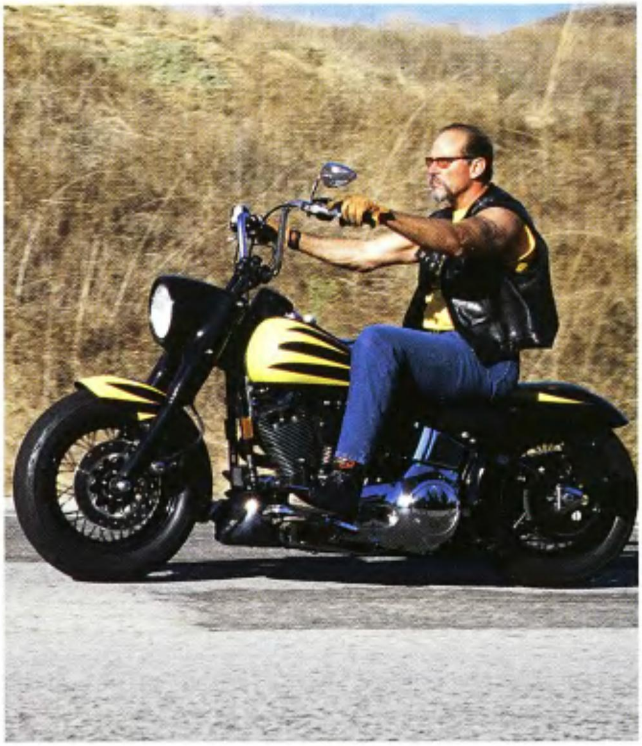
Transmission
Year: 1997
Modifications: 65-tooth wheel sprocket

Paint
Molding: touch-up by Kenny
Painter: Kenny Morris' Hot Rods and Hogs
Color/type: black BASF urethane with Hamster Gold scallops
Special paint: striping by Mike "Splash" Lake

Accessories
Bars: H-D 8-inch apes
Risers: Custom Cycle Engineering 5-inch dogbones
Handlebar controls: H-D, black
Fenders: H-D Street Stalker
Headlight: H-D Street Stalker cowling
Taillight: H-D sidemount
Speedo: factory
Dash: H-D Street Stalker
Pegs: H-D floating footboards
Foot controls: black powdercoated
Electrics: factory
Gas tank: 5-gallon Street Stalker
Oil tank: original
Oil system: H-D
Seat: H-D Street Stalker
Mirrors: original
Grips: H-D nostalgic
Emblems: H-D Motor Company Collection

Forks
Type: wide glide
Builder: H-D
Special features: black powdercoated lowers with black painted Street Stalker cowling

Wheels
Front
Type: black H-D 40-spoke
Size: 16-inch
Tire: Dunlop
Brake: factory/floating rotors
Rear
Type: black H-D 40-spoked
Size: 16-inch
Tire: 150 Dunlop
Brake: factory/floating rotor
Photos: Markus Cuff



What happens when a hardbelly gets on a scooter? The bro gets off.

General Hood
Taking Command

Meet September's Winner

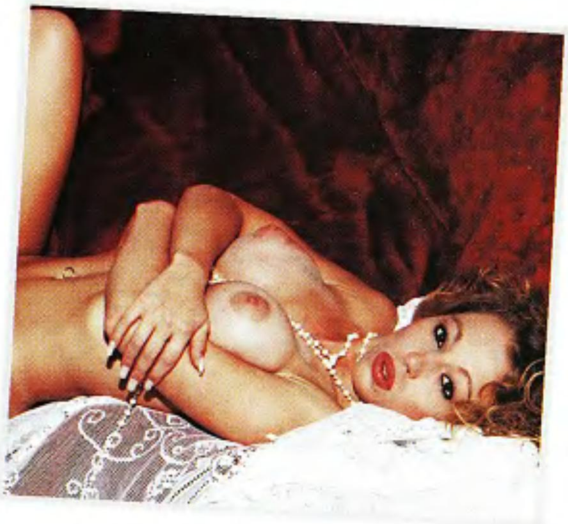
Here she is, bros, September's sultry siren, Stacie! Stacie decided she wanted to get introduced into the world of modeling through our Fox Hunt contest, and we couldn't have been happier! This 22-year old fox, although a little nervous during the photo shoot, had no problems posing for our expert photog, Jim Bush, since she regularly gyrates her supple bod at the Golden Horseshoe in West Virginia. At the moment, dancin' is just a way to pay the bills. In her spare time, when she isn't sleepin', she's into cars and stereos. So much so, that's she's sunk hundreds of dollars into her car to compete in many of the car shows in her area. She does most of the work herself, and likes it that way. She was introduced to the biker world by her uncle, who took her for rides all the time. Although plans are in the works to get her own scooter, it'll all have to wait till "car season" is over and she totals up the awards. She's currently being courted by several car clubs, but she can't decide on which one to join. After they see this little lady showing off all her accessories on Greg Tebay's '67 Sporty, the list is gonna get a lot longer. Take a gander on page 98 and see for yourself!

—Hamlet

Shelbie—Missouri

#201

"Although the night was cold, the heat of the engine made me toasty inside."



Nikki—North Carolina

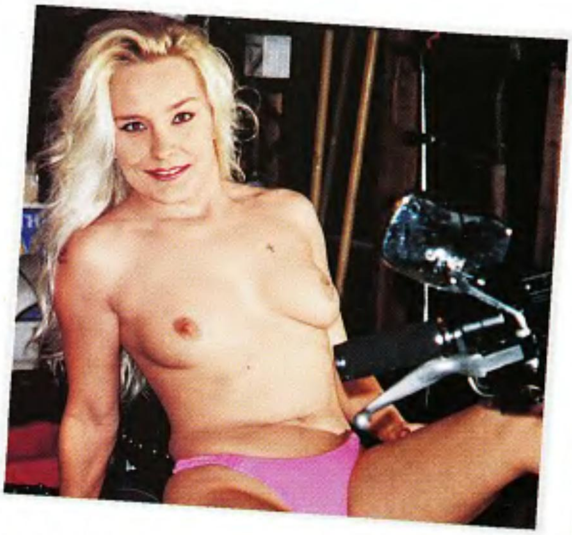
#202

"I could never describe my first ride because it just keeps getting better and better."

Cheyane–California

#203

"I was on the back of a Sporty with a gunslinger seat. The vibration made me very horny."



Gail–Ohio

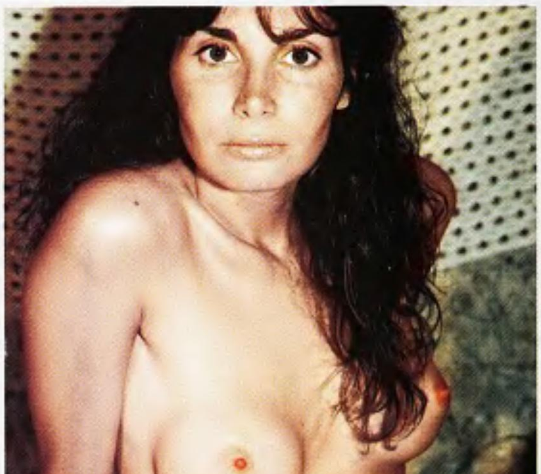
#204

"I loved my first ride! I was a little scared, but that went away as soon as we were in the wind."

Jamie–Texas

#205

"A guy told me I needed to go for a ride and rode me home at 120mph. I haven't stopped riding since!"



Dawn–Colorado

#206

"My first ride was right after taking this photo. I went for an hour ride and loved every minute of it."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #308 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes February 1, 1999. The voting deadline for this month's crop of cuties is February 28, 1999. We'll print the winner in the June 1999 issue.

Here she is, bros, the October 1998 winner in our monthly Fox Hunt, Amanda, #1006, from Staten Island New York. See more of her next issue.

308

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name________________
Address ________________
City________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am ____ years of age, born________________
I will pose Full Nude ________________
Model's Signature ________________

Photographer's Name________________
Address ________________
City________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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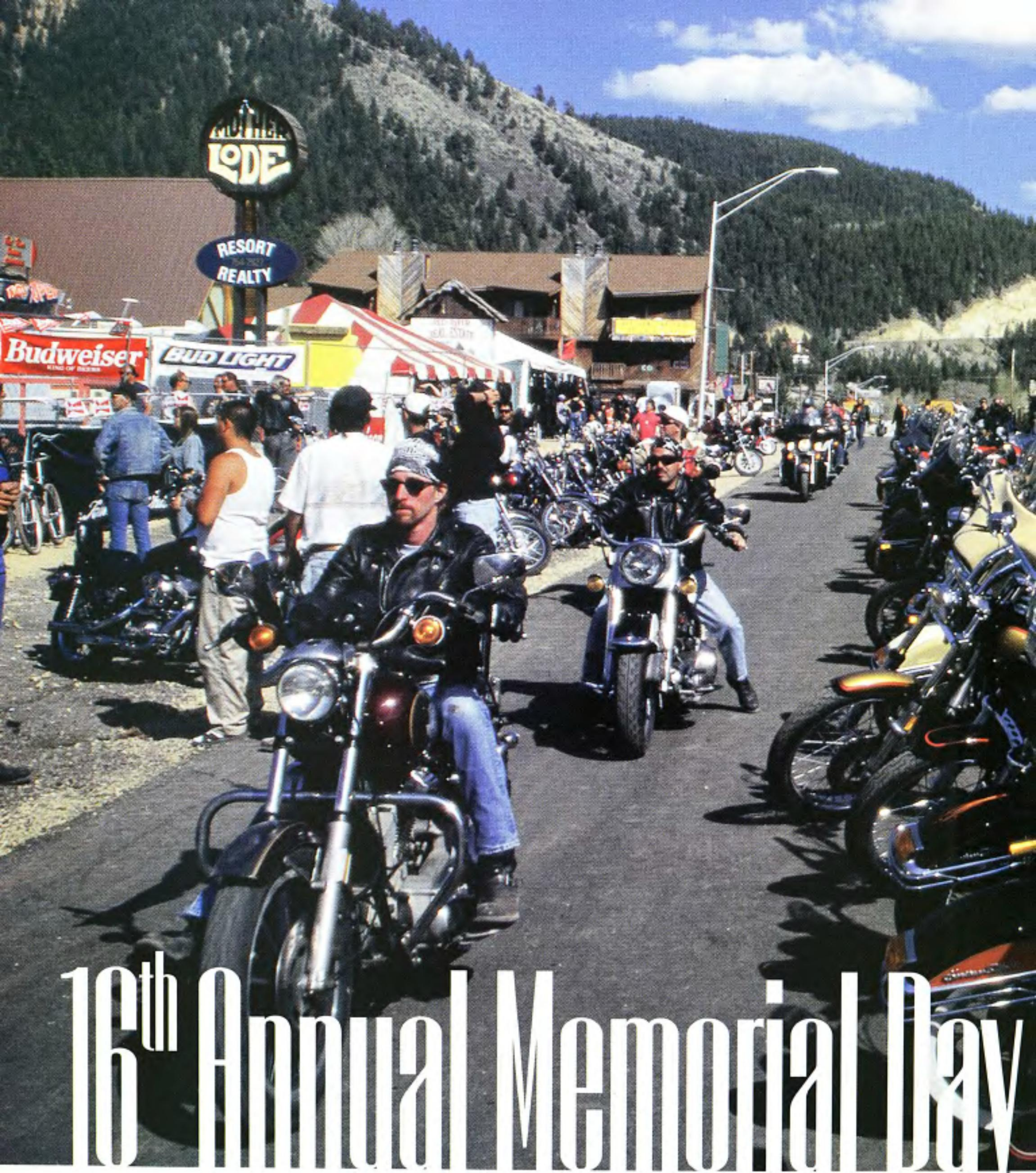
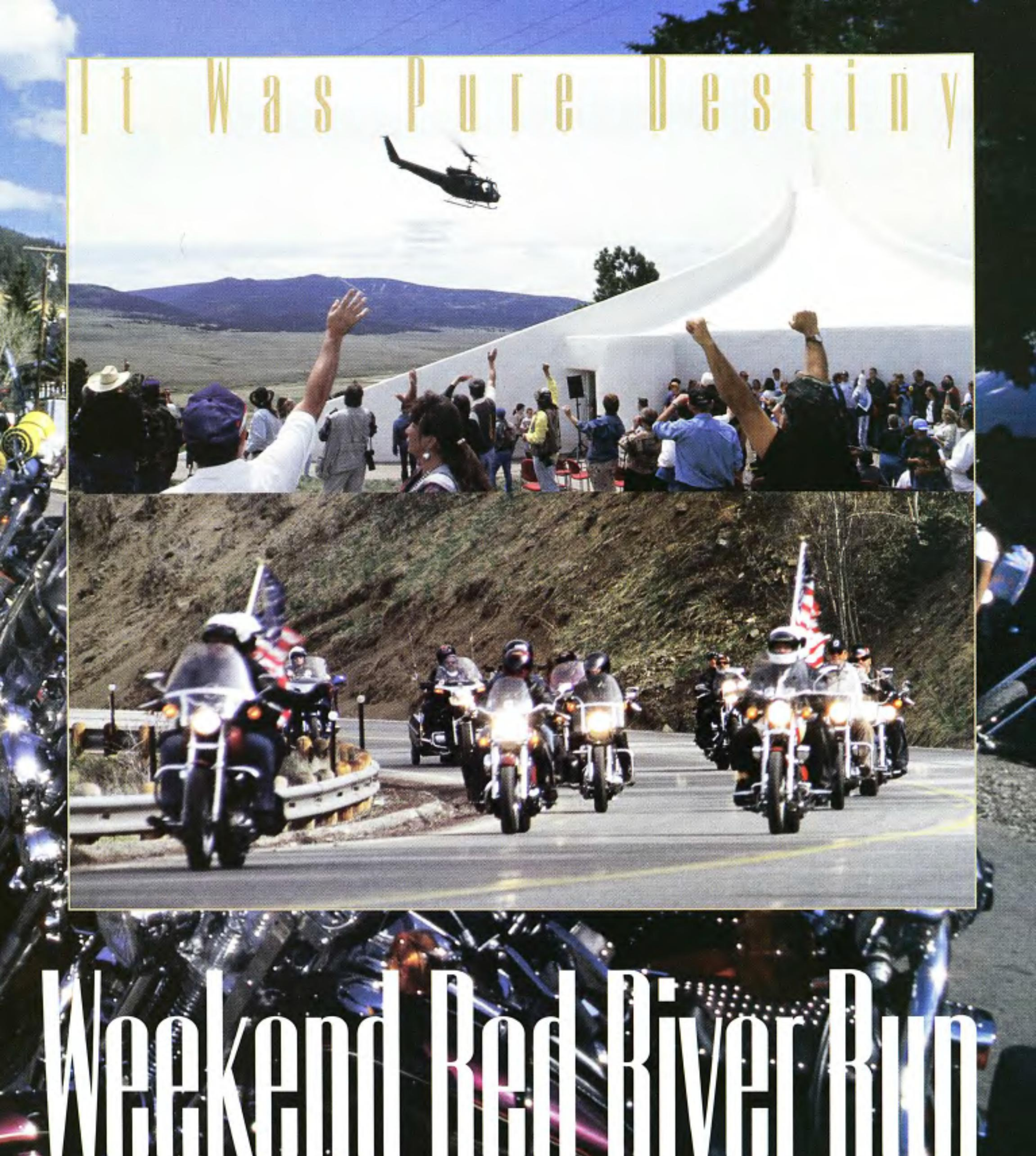


16th Annual Memorial Day

Red River ... what's it all about? There's the beautiful scenery of New Mexico and world-class riding in the Sangre De Cristo Mountains. There's four days of intense partying at the Bull-O-The-Woods and Mother Lode saloons, as well as the campgrounds and motel room parties. Then there's the real reason everybody gets Monday off: Memorial Day. The run is really about honoring the veterans, living and lost, and exercising the freedoms given to us by vets by showing support and respect at the Disabled American Veterans (DAV) War Memorial.

Chris, the video guy, Destiny, our run babe (see more of her in the March 1998 issue, #297), and I spent all day Friday meandering up Route 285, which parallels the Rio Grande river. Talk about views: high canyon walls on one side of ya and the Rio Grande on the other. We visited the town of Taos, the mecca of Native American art, then, late in the afternoon, we checked out the Rio Grande



It Was Pure Destiny

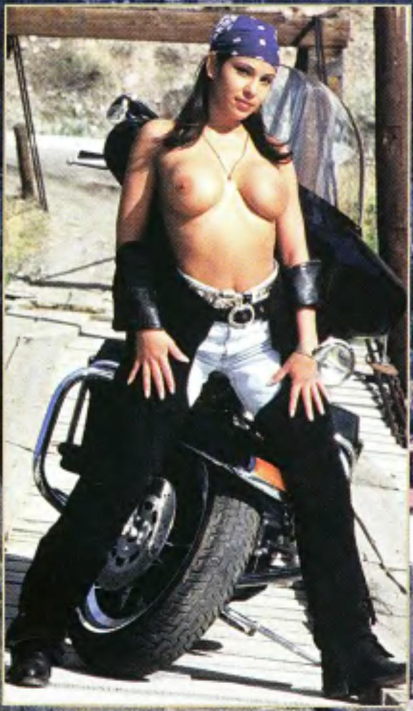
Weekend Red River Run

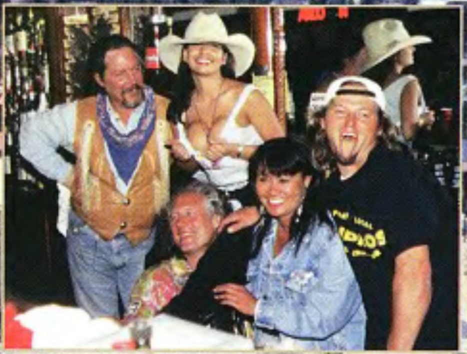
Gorge Bridge, the second highest suspension bridge in the continental U.S.

As the sun was setting, we enjoyed the last stretch of road coming into Red River on a part of Highway 62 affectionately known as the Enchanted Circle. It's a scenic loop that takes you around the 13,161-foot Wheeler Peak, the highest mountain in New Mexico. It also takes you over the 10,000-foot Bobcat Pass and winds through green meadows and past alpine lakes that rise high above the tree line at points.

We rolled into Texas Reds Steak House Friday night on brand new FLHT standards (courtesy of American Spirit bike rentals in Sante Fe) just about supper time. After a mouth-waterin' steak dinner, we checked in with Steve and Priscilla at the Lodge at Red River, then headed over to see Charlie Stanton, owner of the Bull-O-The-Woods saloon, for a little kick-off party with the early birds.

Saturday morning the bikes started →





Picture clear mountain streams full of fish, cozy cabins, views of Mt. Wheeler...

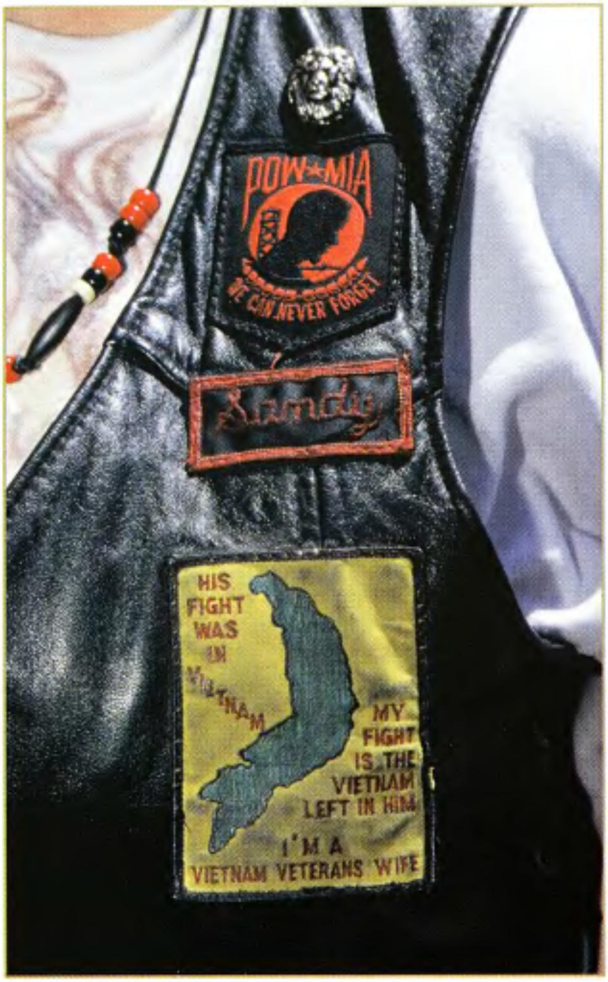
pulling in from everywhere, and by 4 p.m., the place was packed! It looked as if the run would be twice as big as last year's. We wandered up and down Main Street and got some good shots of a little town getting stuffed to the seams with bikers. We found Destiny up on stage at the Mother Lode, dancing and singin' with the Electric Cow Patty Daddys. She was whipping the crowd into a frothy lather in her sexy fringed chaps, boots, and a rather skimpy Easyriders Roadware top that didn't leave much to the imagination.

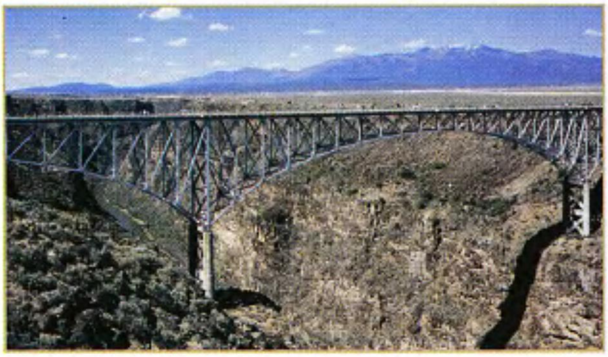
Saturday night, Destiny gave out goodies to the crowd while Chris and I got some good shots. Talk about a killer plan! Destiny spent all night during band breaks firing up the crowd by showing skin and giving out hats, T-shirts, magazines, and a slew of other goodies to all the ladies who flashed *their* goodies.

Sunday morning saw the snot-flingin' drunk and hungover masses trying to hold down breakfast while many of the great unwashed were sacked out sleeping in and under everything in sight.

While at the run, make sure to check out the upper valley of Red River. It is ... well, there is no other word for it except spectacular. Picture clear mountain streams full of fish, cozy cabins, views of Mt. Wheeler, and, if you're willing to brave a dirt road on your scooter and take a short hike, there is Lost Lake. It's so pristine that it looks as if no human foot has ever stepped on its banks (so bring your pole). That afternoon we went on a real adventure, looking for that one special shot of town from an overlook that most people would only see from the passenger seat of a guided four-wheel-drive tour. There are 16 miles of unpaved switchbacks and washed-out rutted rock and dirt road between the towns of Red River and Questa. The goat path led us up above the tree line and into areas where there was still snow on the ground, just to capture that one shot that would entice you into coming to next year's rally.

With Destiny leading the charge, Sunday night was a repeat performance of the night before, complete with reckless disregard of the state's nudity laws, vehicular codes, and one's own liver.





Photos: Stan Miles

Monday, we took off early to set up in time to catch the parade of bikers off to pay their respects at the DAV War Memorial. We arrived at the Memorial to find helicopters doing a fly-over. There were about a thousand people there throughout the day, including senators, congressmen, and the National Guard band. There were vets from many different wars, wives of vets, family members, and nurses. There was even a high school acting troupe who put a play about The Wall in Washington, D.C., and those who died in service of this country. There wasn't a dry eye in the crowd, myself included. After the play, speeches, and personal accounts, there was a jet fly-over, a 21-gun salute, and lots of hugging and crying.

You might arrive thinking this is a beautiful monument for soldiers who died in Vietnam, but you leave understanding that it's a place of healing for people of all kinds. Veterans of all wars, nurses, widows, and fatherless children can visit here and cleanse their souls, allowing tears to pour out and nourish the green, forgiving earth. It's a place where people like myself, who have not yet had to serve in a war, can show the people who gave so much of themselves that we *do* care, and that we are sincerely grateful for their sacrifices.

A lot of folks who attend this rally pack up and leave on Monday. But the best and most important part of the rally lies at the foot of this memorial. All the weekend's free-spirited partying and the enjoyment of riding in the beautiful mountains and breathing free clean air was given to us unselfishly by the hands of veterans and the people close to them.

The only negative note of the entire weekend was the heavy handed tactics by the local liquor board, whose representatives threatened to shut down, fine, or jail the owners of the Bull-O-The Woods saloon and the Mother Lode if they saw one tit on-stage in either bar, effectively killing the wet T-shirt contests Friday and Saturday nights. So if ya feel like giving them a jingle and letting them know how you feel call (505) 841-8053, or, better yet, write them at DPS/SID/Alcohol, Gaming and Enforcement, attention Captain Robert Vanderhee, 400 Gold Southwest, Suite 300, Albuquerque, NM 87102, or write/call the Red River Chamber of Commerce.

Consider this a personal invitation to come out to Red River next year and check it out. It's a guaranteed great time with some of the best people you'll ever meet and some of the best riding in the country. So contact the Red River Chamber of Commerce for info on the rally, rental bikes, hotels, campgrounds, and so on: Red River Chamber of Commerce, P.O. Box 870, Red River, NM 87558; (505) 754-2366; www.redrivernm.com. *—Strip*

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

It's great to call a service that doesn't give you a hard time about being a biker.

Ride Forever,

Snarlin' Jack

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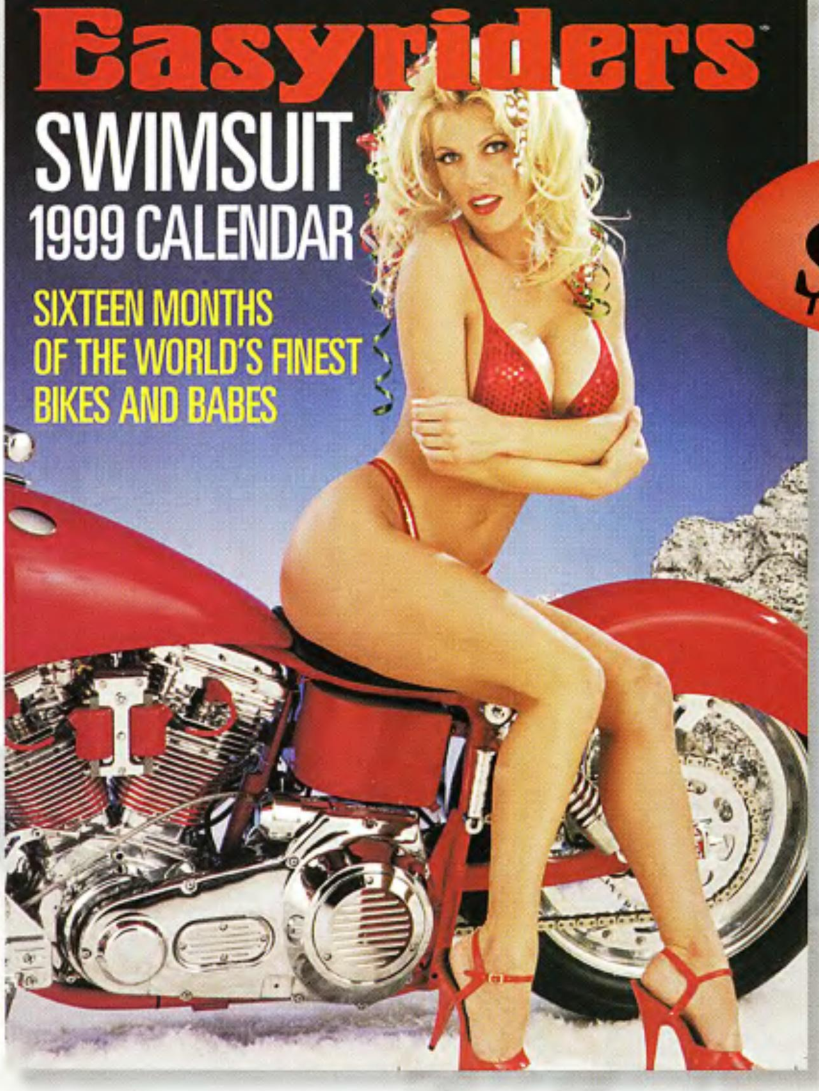

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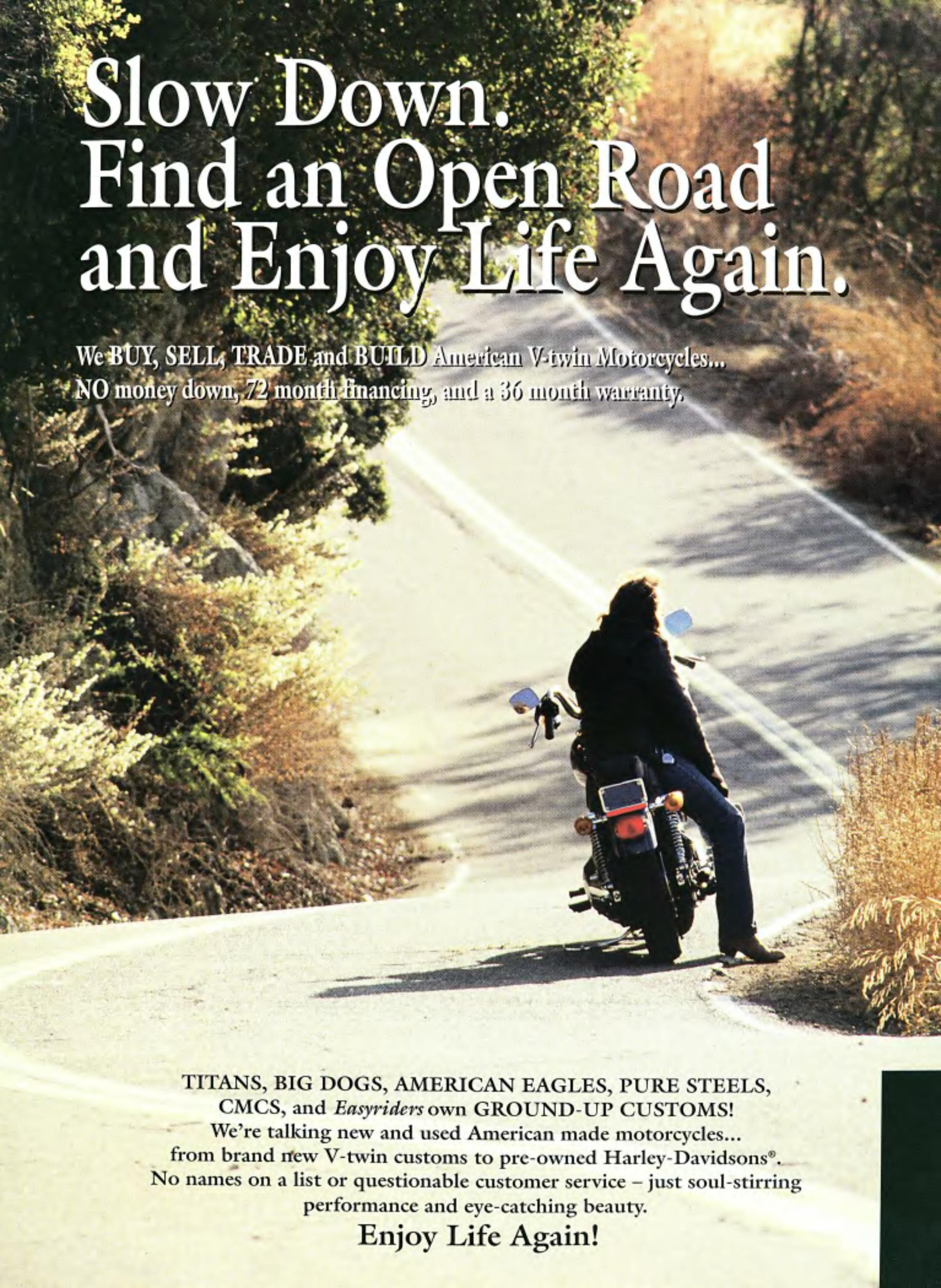
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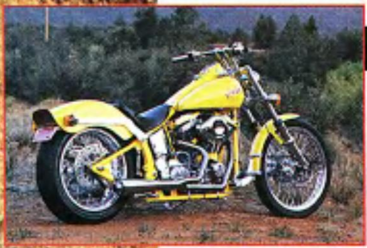
Stilleto

96" S&S four stroke engine, Delkron cases w. Andrews close ratio gears, Daytec chassis

Dagger

96" S&S engine w. stage 4 heads, Jims 5-speed w. Delkron cases, Daytec chassis



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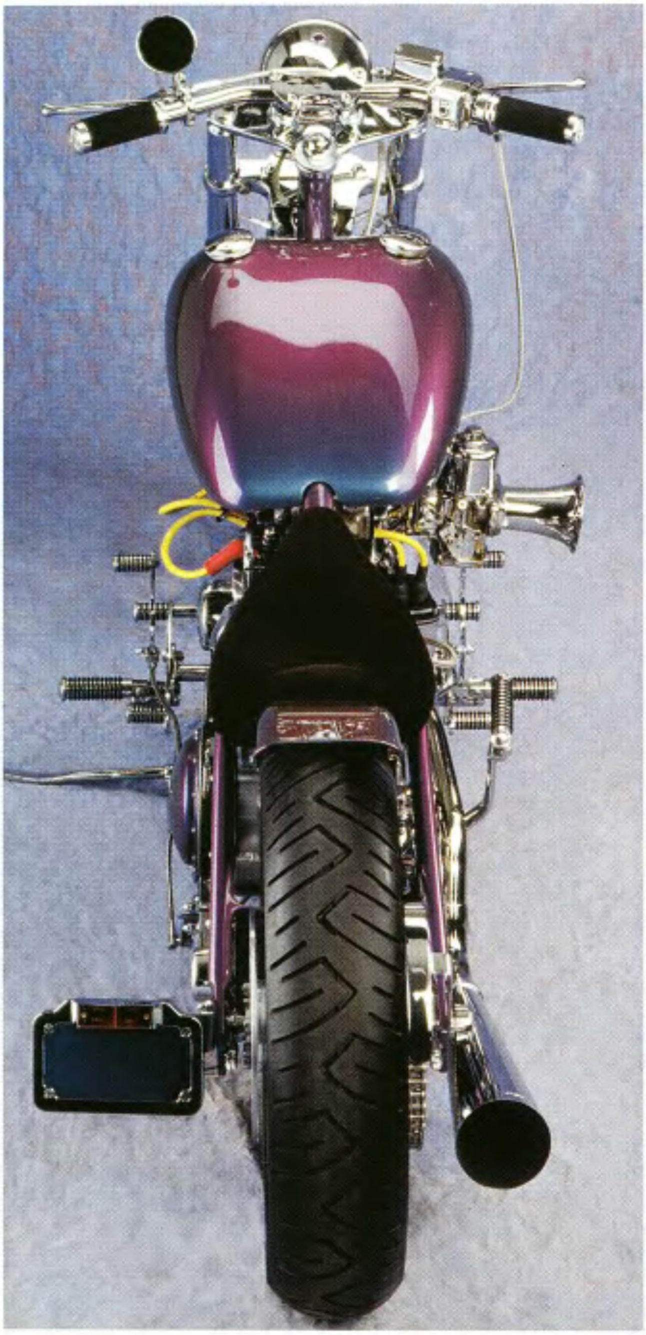
Rebar Road Warrior Takes No Prisoners

Chrome Illusion

An open belt primary ... an 8-inch-over wide glide front end on a Jammer frame ... a '62 Sporty. Custom bikes are about making things fit that should not fit, and that singular definition puts Greg Tebay in the kind of clubhouse where most of us park our rides.

"I push dirt for a livin'," Greg began, offering the scoot acquisition lowdown. "And I do a lot of construction work, too. This guy needed his driveway cemented, but I could only do it in the evening. So I'm over at his house and he says, 'Let's take a walk.'" →



"We go to his garage, and there next to his Corvette is the Sporty with an 8-inch-over Springer front end, drum brakes, 5-spoked wheels, a king and queen chopper seat, and a big sissybar. And this guy says, 'I like you. I'm 50, and I can't ride it no more.' Four days later, the driveway was done, and he hands me the title to the Sporty."

Greg got it running, rode it for a while, then decided it was time for a grand re-do. With big twins runnin' all over the place, Greg also decided he wanted something very different ...

Over the next year and a half, the project evolved. First the frame: Greg machined the neck out ⅛-inch to fit a wide glide front end. The Jammer frame already had 38 degrees of rake built into it, and with a few tire experiments, the level look managed to come about.

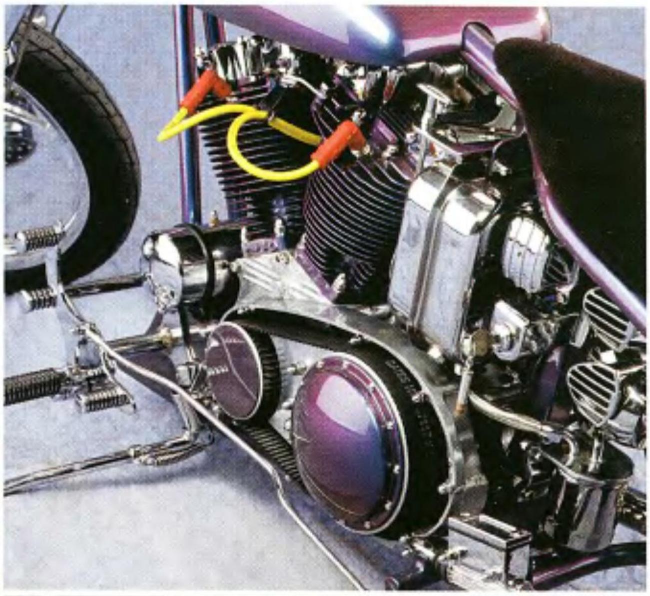
That frame also received a month's worth of tab removal, grinding, and seamless molding. No small amount of work also went into the 2-gallon-a-piece fatbobs, stretched and welded over the frame to bridge the tank to seat gap.

Then there's the open belt primary. Some guys have run primary belts with wet clutches (don't ask why), but Greg figured he would go full-tilt with his customizing and attempt the damn near impossible. With his bro and veteran H-D wrench, Hank, Greg accomplished exactly that. And he wouldn't spill one word on how he did it.

At $250 a pint, he also didn't spill much paint. It's called Chromalusion by DuPont, and the True Blasberry Prism coloring is actually the real name of the stuff. It changes color depending on the lighting.

Stacie, this month's Fox Hunt winner, also changes color depending on the lighting ... at the Golden Horseshoe in Hagerstown, Maryland, where she's a dancer. A real girl on a real bike ... hey, what a concept. And all because a guy knew how to properly pour cement over some carefully cross-hatched rebar.

—Captain Trash



Owner: Greg Tebay
City: Butler, Pennsylvania

General

Fabrication: owner
Year/make: 1962 H-D
Model: Sportster
Assembly: owner
Chroming: many sources

Engine

Year/model: 1962 Ironhead Sporty
Rebuilder: Hank
Ignition: magneto
Displacement: 900cc, bored .007 inches
Lower end: H-D
Pistons: H-D
Cases: Andrews 410 lift
Carb: H-D
Pipes: Paughco 2-to-1 header

Transmission

Year: 1962
Modifications: backcut gears, open belt primary

Paint

Molding: owner
Painters: owner
Color/type: True Blasberry prism/ DuPont Chromalusion
Special paint: changes color

Frame

Year: 1972
Type rigid
Builder: Jammer
Modifications: molded, machined to accept wide glide, 38-degree rake

Accessories

Bars: drag
Handlebar controls: H-D
Fenders: custom by owner
Headlight: Paughco
Taillight: KüryAkyn
Pegs: H-D
Electrics: minimal
Foot controls H-D
Gas tank: custom by owner
Oil tank: chrome H-D
Seat: owner
Mirrors: H-D
Grips: H-D

Forks

Type: wide glide
Builder: Superior
Modifications: 8 over

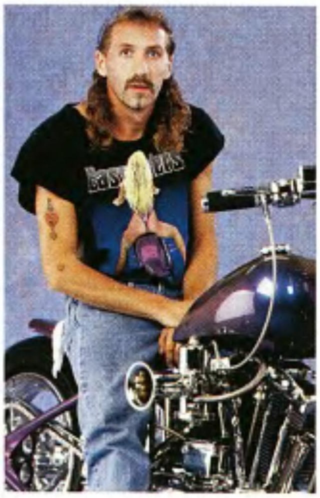
Wheels

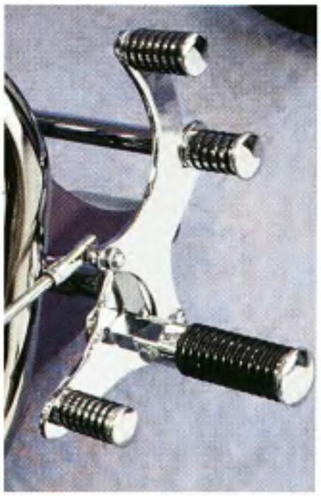
Front

Type: Sturgis
Size: 19-inch
Tire: Avon
Brake: dual disc

Rear

Type: Sturgis
Size: 16-inches
Tire: Continental
Brake: H-D
Photos: Jim Bush





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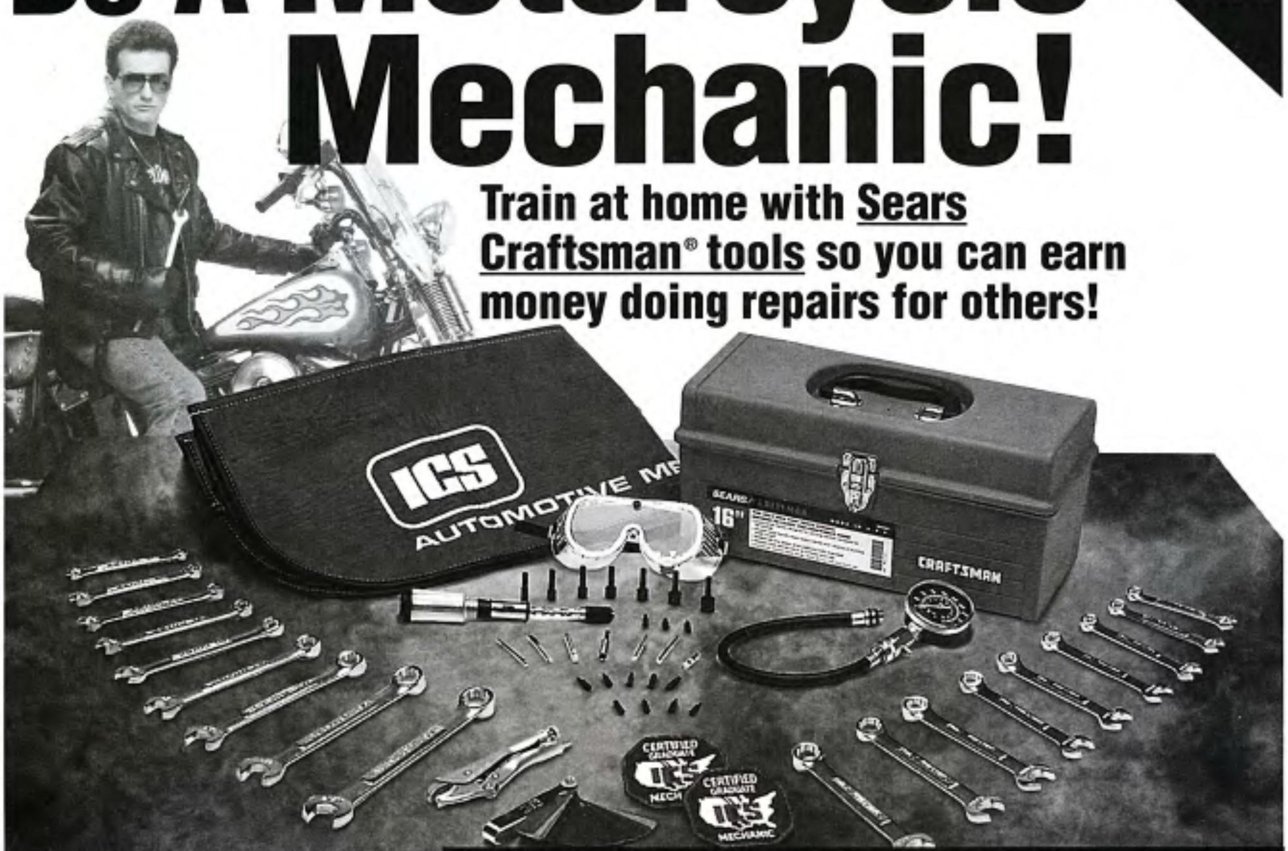

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Last winter, when the Denver Broncos were in the midst of their torrid drive toward Super Bowl XXXII and their eventual conquering of the then NFL champion Green Bay Packers, it came to our attention that aside from saluting each other after touchdowns, the team's camaraderie extended beyond the hash marks of the playing field to the highways, as some members enjoyed relaxing by riding their own Harleys and hybrid custom motorcycles.

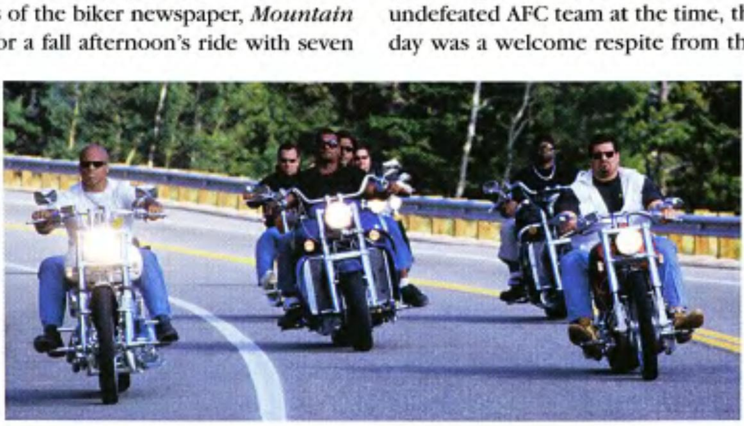
A Wild, Buckin' Ride With The Denver Broncos

PIGSKIN PUTTIN'

Broncos from left: Glenn Cadrez, Ma'a Tanuvasa, Derek Loville, David Diaz-Infante, Harald Hasselbach.

It took a year and a half, but our ingenious photographer from Boulder, Colo., and erstwhile Bronco backer, Mike Lichter, finally made contact with the Broncos through local riders, Corrine and Bob Lindsay, publishers of the biker newspaper, *Mountain and Plains Publications,* for a fall afternoon's ride with seven Bronco bikers.

Representing the Denver Broncos were defensive end Neil Smith, linebacker Glenn Cadrez, defensive tackle Harald Hasselbach and his wife, Aundrea, guard Mark Schlereth, defensive tackle Ma'a Tanuvasa, defensive tackle David Diaz-Infante, and running back Derek Loville.



It was a bye week for the team, sandwiched around the previous week's road game in Seattle that they had won convincingly, and right in front of head-to-head encounter with the other undefeated AFC team at the time, the Jacksonville Jaguars. The day was a welcome respite from the grind of beating on each other in practice, allowing the players to heal injuries. The warm Colorado Indian summer day just begged for rubber meeting asphalt.

The ride began at C.B. & Potts, a southeast Denver eatery and brewery where the players were engaged in a calendar autograph session. The classy calendars→

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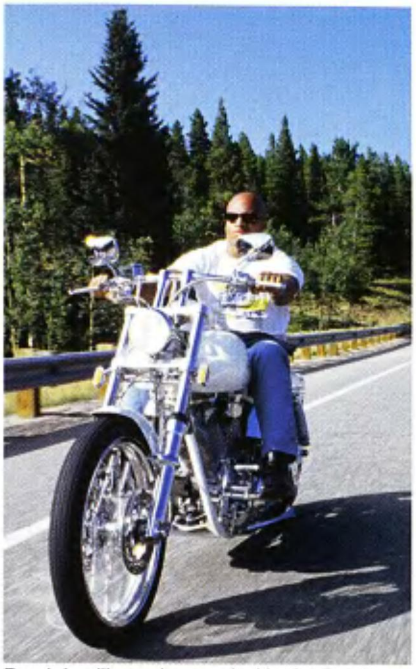


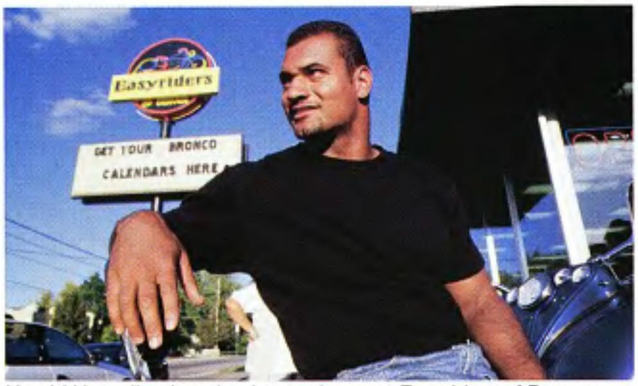
Derek Loville soaks up wind in the Rockies.

were the result of Harald and Aundrea using players from the Super Bowl-winning team, shot in Colorado, with motorcycles provided by Titan Motorcycle Co. of America, Boss Hoss, and Easyriders of Denver. However, they weren't the players' bikes, and it was apparent each guy was into riding his own bike, not that they didn't like what they were modeling on, but you know how it is to ride your own bike, right? The Champions of Steel 1999 calendars are available at (800) 660-5112 or on their Web site: www.championsofsteel.com.

After the session we trooped it back to Mile High Stadium for photos on the field, then hit out on the highway up I-70 to Golden, and up through the base of the gorgeous, winding Rocky Mountains. Smiles were aplenty on the faces of the giant riders as they leaned their scoots into the corners and let the wind whip their helmetless heads and opened shirts. They looked like your normal, garden variety group of enthusiasts out for an afternoon romp. At a gas stop the less than outlaw-lookin' players were recognized by some women and were immediately descended upon and fawned over. After a few quick autographs we split, leaving gushing girls in our wake.

We pulled into the tiny town of Wondervu for eats at the Wondervu Cafe, owned by Harald's aunt, Adeline Ortiz. Let me tell ya, these guys can put away the groceries. All but one of the guys measure a minimum of 6'3" and tip the scales at just around 300 pounds, with Derek Loville, a solid, studly 5'10", 185 pounds. They must've eaten their folks

From left: Mark Schlereth, Ma'a Tanuvasa, Glenn Cadrez and David Diaz-Infante get a whiff of Rocky Mountain air.



Harald Hasselbach, calendar producer, at Easyriders of Denver.

Putting on the feedbag at Adeline Ortiz' Wondervu Cafe.

Ma'a Tanuvasa is flyin' free on his stars and stripes Titan.

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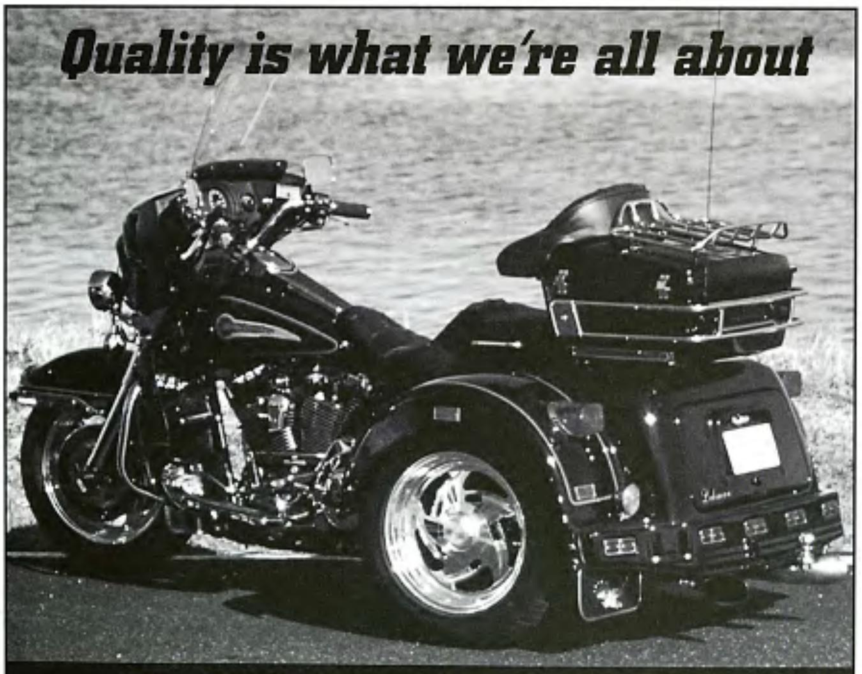

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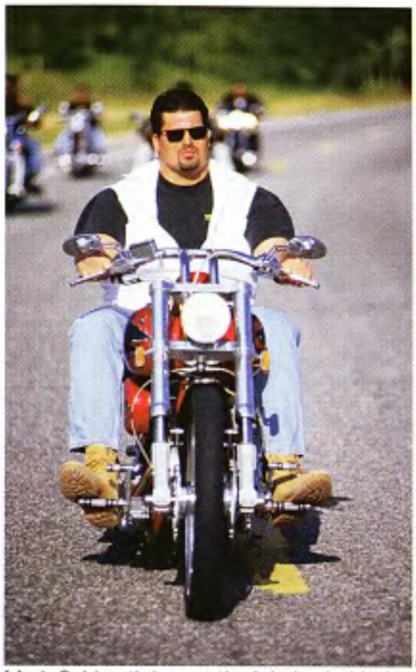


Photos: Michael Lichter

Mark Schlereth leaves the injuries behind.

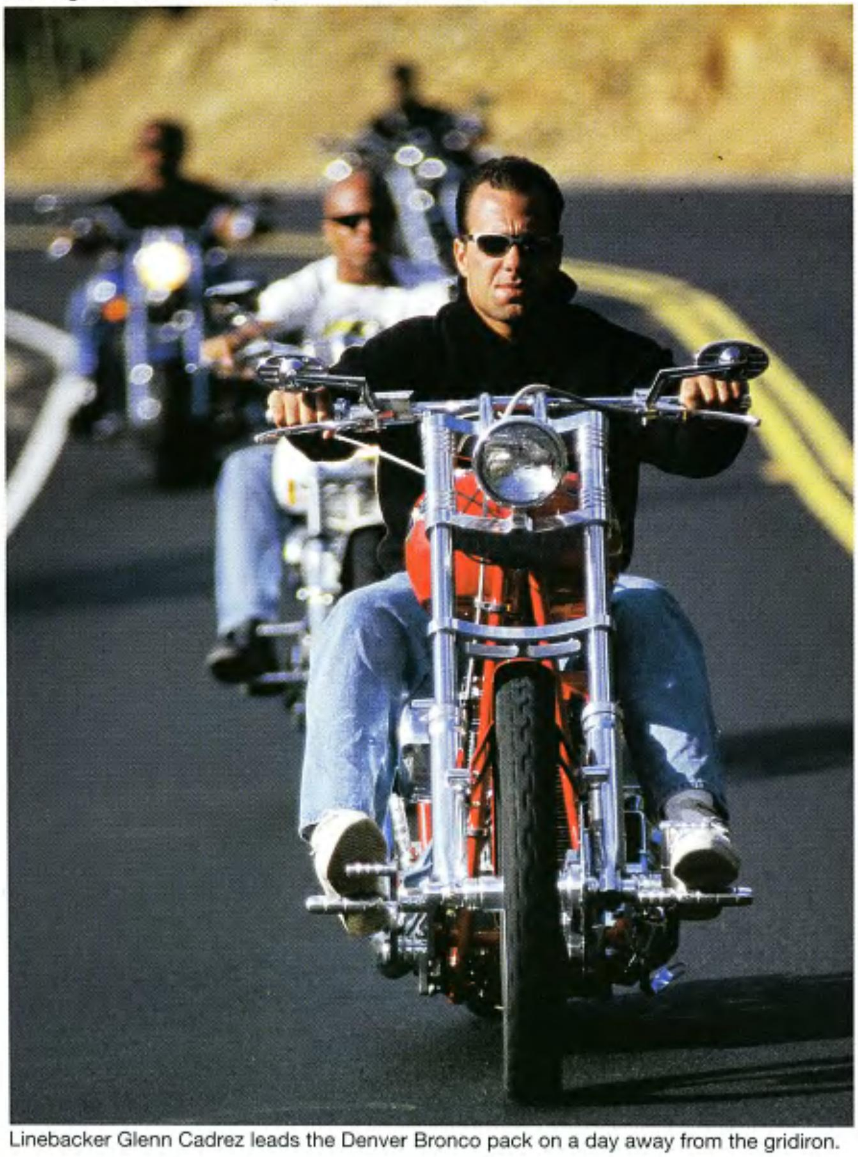
out of house and home when they were teenagers.

After spending time shootin' the breeze with these gentlemen—and they were just that, gentle men—the most striking thing about them was how humble each of them was. They were actually grateful and honored we would take pictures of them for *Easyriders.* These guys were accustomed to playing at the highest level, as attested to by the giant gleaming Super Bowl champion rings on their fingers; likewise, they wanted to be seen in the number one biker magazine.

The day's magical ride was about to come to a close as the pack meandered down Highway 119, through Central City, and onto Interstate 70 toward Denver, when a Colorado smokey's curiosity got the best of him and he pulled the pack over. Lichter's hands were in the air faster than a John Elway TD pass. The cops had 'em surrounded, and they wanted to know just why this huge black man had a Kansas driver's license and a Colorado tag on his ride. When 6-foot-4, 275-pound Neil Smith calmly, respectfully explained that he had been traded from the Chiefs to the Broncos and had not had his license updated, the officers got the picture. This wasn't their usual customer, and before long the officers realized nothing was wrong here and were like kids at Christmas opening up their new football uniforms. Once again, smiles, handshakes, and autographs all around. And it was off to the next kick-off for the Bronco bikers.

—Kim Peterson with Gimp

New logo for the world champion Denver Broncos rides well.



Linebacker Glenn Cadrez leads the Denver Bronco pack on a day away from the gridiron.

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Biker-

How to talk like a genuine biker

Bikers are a surly, unruly lot and they have a very distinct way of talking. Since communication is key to any encounter with the sub-species known as *Bikeretiques-dim-wittum*, your friends at *Easyriders* have happily provided you with a primer on the appropriate lexicon of biker speech, or as it is called in our public school system, Biker-onics!

Now here is the key. If you happen to pull up to a biker bar on your new Fathead and the clientele looks particularly sleazy, just begin the conversation by hocking up a big wad of spit or rustle up a massive heaving gob of snot and hock it out onto the sidewalk with a profound, "Whew, bros, I sho could use me a brewski. Hoo Lawd!" This will set the aforementioned brethren at ease with your new leather look, so long as you refrain from asking for a cappuccino.

With this in mind, we bring you a quick and easy guide to biker slang. Read this carefully, it could save your life ... especially in the South.

First some essential slang...

Ol' lady: No, not your mother, an ol' lady is your wife or main squeeze. For instance: "Yeah, my ol' lady is on the rag again, so I fired up the Pan and tossed her flabby ass out." Of course, this term only applies in the presence of your "bros," when the "ol' lady" is not present. When she *is* present, she is known as your better half, the light of your life, and the center of your universe.

Bro: Some believe that this is the affectionate term for a close brother or compatriot in the wind. Actually, it is most often used before asking a favor, as in, "Hey bro, could I borrow a twenty? or "Hey bro, could I borrow some tools?" or "Hey bro, can I do your ol' lady?" Many actually believe that the word bro is short for "bend right over."

onics

Scooter: Not the puppy you had as a kid, but rather the term used for your custom motorcycle. Other similar terms include sled, barhopper, scoot, and the universally accepted, bike. Other more specific terms are Knuck, Pan, and Shovel. See below.

Flathead or "Flatty": Not a critique of your sloping forehead, but the name of an early Harley-Davidson engine. This engine configuration is all but lost in the annals of bikerdom, but is believed to have been the slang for a V-twin motor dating sometime before Eisenhower was president. Should the leather legion surrounding you talk about Flatheads in your presence, our advice is to get very silent, become watery-eyed, and blurt out something about your grandfather's scoot being willed to you on his deathbed but that your rotten cousin somehow stole the pristine Flatty and sold it to Japan. This will cause such outrage that you will be slapped on the back, hugged roughly, and asked to join the brothers in the bar.

Knucklehead or "Knuck": No, not Knucklehead Smith, the famous ventriloquist puppet of the '50s, but the hardcore ride of bad-ass bikers everywhere. Should the bikers you are partying with mention Knuckleheads, simply expound on the fact that your Uncle Norwood ran his right into the side of a cow back in 1947. Tell them that they found him inside the cow, lodged in the dead stench of its rib cage three hours after the accident. A nice touch is to say that your uncle had the cow's head stuffed and that it still can be viewed above the bar at his rural watering hole, Scooter Trash, located somewhere near Kinston, North Carolina.

Panhead or "Pan": A bike that hasn't been built since 1965. It was known as a Panhead because the rocker covers looked very much like a used bedpan. If the bikers in the bar you are visiting mention Panheads, cough loudly and proclaim, "I had me a '65 Pan once, the last year they made 'em and first year of the electric start." This will cause all the bikers in the room to get glassy-eyed and croon, "Ahh, Panhead." While they are entranced by this clever mantra, you can slip out the back door.

Shovelhead or "Shovel": Not an exotic drink at Trader Vic's but a righteous motor built by Harley-fuckin-Davidson between 1966 and 1985. Tell your new bros that your first ride was a rigid (hardtail) Shovel. They won't think you are an undertaker, but will rather embrace you as a stand up brother in the wind. Tell them you could fire that Shovel with one kick if you were sober enough, but that if you had sloshed down a few too many Jack Blacks, the faithful old bike wouldn't let you start her till you sobered up. This always elicits a chuckle and a nod from the older bros.

Blockhead or "Evo": Never, ever mention a Blockhead or Evo motor to the faithful, lest you be teased mercilessly and drowned in a spittoon of your own vomit on the "all you can eat chili night." When asked if you ride an Evo, simply reply, "Yeah, I had to sell my Panhead after my second tour in 'Nam. Got my ass blown off at Cho Pen back in '68 and have to putt an Evo Softail now 'cause of the unrelenting pain that emits from the stringy tendrils that are all that is left of my testicles." This will get you a free round of beers every time.

Fathead or "88": Whatever you do, never, EVER mention the new Harley-Davidson Fathead engine unless you first explain that you work for H-D R&D and that they asked you to take one of the newfangled bikes out for a test ride since you are a hard to convince muthafucker. Tell your drinking buddies that the bike is smooth, quiet, and powerful ... just like a gawd-damned Jap bike! They will roar with approval as you stiff them for the drinks and blast off on your new 88-cubic-inch Dyna. Don't worry, they'll never keep up.

In another installment we'll look into such fascinating biker-onic slang as: "to the curb," "high side," "when in doubt, knock 'em out," "pull a train," and the infamous "red wings." Till then, stay down, keep the rubber side down and the shiny side up, keep your knees in the breeze, and ride easy.

—Phantom

THE FUTURE'S SO BRIGHT...

...You'd Better Wear Shades

Don't even bother reaching for those cheap sunglasses, either, because what's in store for riders in the next millennium will boggle, astound, amaze, and astonish even the darkest skeptic.

A bright future, did we say? Well, consider what old Oscar Hedstrom or one of those turn-of-the-century Davidson boys might say were they magically transported to this year's Sturgis or Daytona. Early cycle pioneers would be boggled, astounded, amazed, and ... you get the idea.

So if the last century's worth of technological innovations have brought motorcycling this far, what's lurking around the bend for the next few decades? Easy enough to find out—we just polled the experts, from Dave Hanlon of Excelsior-Henderson, to some of the top guns of the innovative hybrid motorcycle world. Now grab those RayBans and settle in for a good boggle.

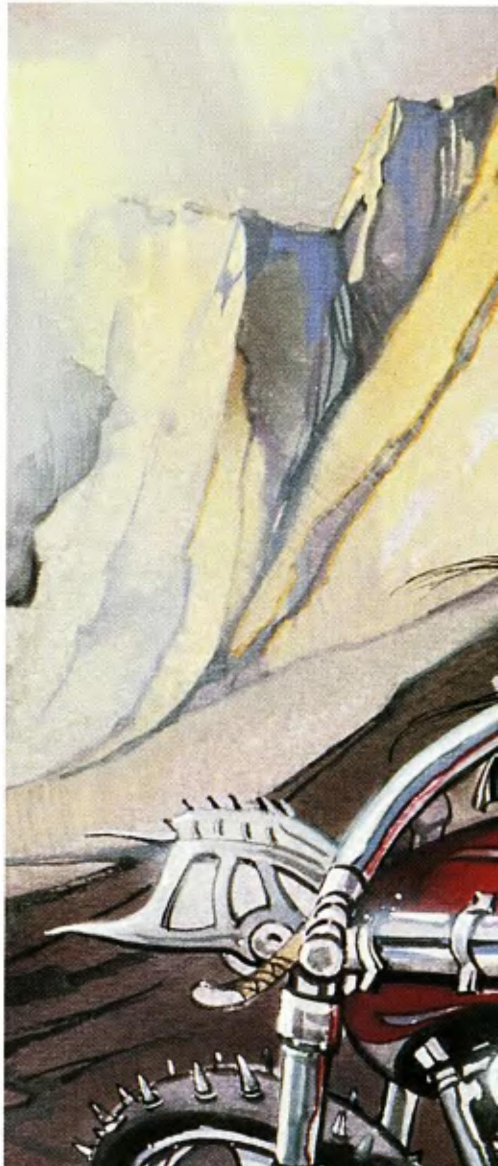
Dave Hanlon — PRETTY DANG INTERESTING

Excelsior-Henderson Motorcycle Company
Belle Plaine, Minnesota

My thoughts about what's going to happen in the heavyweight category is that in the short term, over the next five to 15 years, it will pretty much remain with the status quo. The baby boomers, if you will, are going to strongly continue to try and identify with their youth rather than maturity. In doing so, the heavyweight motorcycles that are brimful of American heritage will be their preferred ride. Conservatism within the ranks of the baby boomers will be the motto of the day.

I see us as being trendsetters and while we'll stick with the traditional, our R&D efforts will be aimed at perfecting that. There's still plenty of fun and performance capable of being squeezed out of our current engine in the coming years.

From 15 years out, I think it starts to get pretty dang interesting. As Generation X begins to get into their heavy buying cycles, I think the heavyweight motorcycle industry—in particular, the American side—will look more global. There will be more influence from the developing countries of South America or from China and India, which represent over →



SLOW
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half the world's population. In 15 years they will grow into vibrant economies, and I think they'll begin influencing design.

Generation X is more attuned to features than my generation or the prior generation. They'll still embrace traditionalism but with their own flair. Fifty years from now, when all of us baby boomers are dust and all the Gen-Xers are becoming the mature part of the population, **I think that motorcycles will be much more feature-oriented, performance-oriented, and very stylish.** I believe it will depart a bit from the traditional style but still contain a strong flair for that American heritage. If today we were to look at this particular motorcycle of the future, we might think it was something NASA put together. The motorcycles being sold then will have performance that would be like comparing today's street cars to race cars.

I think the internal combustion engine will still be the major power source, although there will probably be different derivative man-made fuels to power them.

Fifty years from now, I would answer that hell yeah, there'll be motorcycles. **Matter of fact, in my opinion, bikes will dominate the transportation entertainment section.** You'll have fast fun cars along with fast fun bikes. Motorcycles will naturally continue to evolve with the times but they will also truly be a big part of the coming millennium.

Nick Messer — WATER-COOLED

Big Dog Motorcycles
Wichita, Kansas

I think we're pretty much getting to the limit with air-cooled motors, and I don't think they'll get much bigger in cubic inches. My feeling is that Harley-Davidson's new motor is a gateway motor that will lead to the next version, which will be water-cooled. **I think that's the direction we're headed—an engine that you can get one hundred thousand reliable miles out of.**

Safety-wise, I think that everybody will be switching over to anti-lock braking systems because all the competition will have it. The Germans have made great strides in improving ABS performance. **Obviously, the quicker the bike, the more you're going to need better braking.** They've also developed a bike with a roll cage around it, which somebody will want. I imagine that in the future, the Department of Transportation will most likely beef up its overall requirements as far as safety items go.

There's a lot more technology available to enhance performance as far as pistons and cylinders. I keep going back to the Germans but they have a car that has no keys but, rather, operates off your fingerprints or a sequence of numbers. That's probably not far around the corner for motorcycles, either.

We like competition, because as long as everybody is playing fair and not taking shortcuts to save costs, it's healthy and we learn from them. But then not all of us are looking for a total technological marvel. We don't care. **We want to go with a unique vehicle that has sex appeal.**

There's no doubt in my mind that motorcyclists will always be around. You may see the RUBs or Rolex Riders go into another hobby, but there will always be a new generation of riders coming along. The bulk of our buyers are very educated and knowledgeable about what they want.

Rey Sotelo — GOIN' FISSION

California Motorcycle Company
Gilroy, California

Where are fuel sources going to be in the future? How long will we continue to use archaic fuels and burn them in the caveman motors that exist now? Technology is moving forward. Who knows where solar power or nuclear power might be many years from now?

Put it in perspective and look at the way technology has evolved from 1900 to 1950 and then from 1950 to the present—it's grown a million times more.

Right now the biggest problem is the basic motor design. We, as manufacturers, and I think everyone else, too, are striving to achieve our own proprietary motor. We've got some designs in the works that would make the motor more efficient and dependable but would still keep that attitude, that sound. The problem is, you can make a motorcycle look as beautiful as you want, but if you start it up and it sounds like a sewing machine, you've lost the essence of being on that bike—that one thing that converts a lot of riders of Jap bikes to the American motor.

Personally, I think simpler is better. I don't think we want to get so complicated that we're putting computers on bikes so a guy knows exactly where he is all the time. **Nostalgia's coming back and there's a lot of truth that history repeats itself.** We just did a deal with Peter Fonda to recreate the Billy bike and the Captain America bike. It's a mindblower to build those motorcycles today. (See the Peter Fonda interview in *Easyriders* January 1999 issue, #307.)

We're trying to carve a niche out in this industry, but we're finding that we have to align ourselves with other manufacturers who might be our direct competitors to show strength and unity. **I think the government still thinks the motorcycle industry is kind of like a nonentity, but that may eventually change.**

I think the trend of the future is that everybody is going to be riding. I mean, 20 years ago, if you told me that my dentist or the local district attorney would be riding, I would have laughed at you. But that's what they're doing today.

Oscar Coca — HEAVY METAL BARCALOUNGERS

Pure Steel Custom Cycles
Phoenix, Arizona

I think the custom market will be coming in very strong over the next three years. It's unbelievable what the public wants, and the sky's the limit. I built a $60,000 bike from the frame up and at first I was wondering if I could sell any. Now I've got 10 people in line for them. If you can imagine how many Harley riders there are today, I imagine that 40 percent of them will want to buy a custom motorcycle in the next few years. **We've got at least 10 more years for the high-end custom bikes.**

An affordable $12,000 bike would open up a tremendous world market. That's the magic number you'd have to hit, and then you couldn't produce enough bikes for the amount of people around the world who would be interested.

Better and faster bikes are in the future. Bikes really aren't that complicated when you consider they're made up of a frame, wheels, transmission, and motor. I'm putting my money into improving the motor, but I'm not going to tell you how because I'm in the middle of doing it.

As far as the average rider goes, they definitely don't want too many gadgets and seem to be trying to get away from all that.

In the future I also may try diversifying into metal furniture because nobody else is doing it. In case there's a slump in the market I could build metal furniture in the style of motorcycles.

Personally, I'm not that money-driven to try and have everything. I like peace and quiet and am happy to have that.

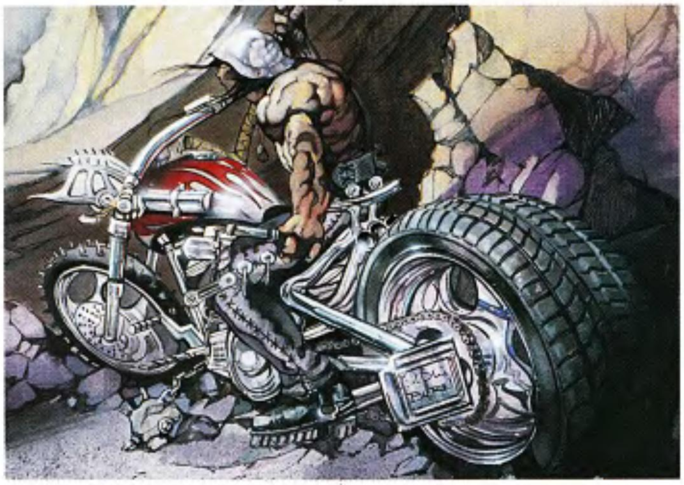
Frank Aliano/Gary Irving — TURBINE ENGINE

American Quantum Cycles
Melbourne, Florida

Environmental constraints are going to change the industry. They already have and will continue changing it even more quickly as time goes on. I think that will all be for the better.

A better fuel system is one area to look at, as is the idea of a turbine engine. You'd need unlimited amounts of research and development money, because you're taking aerospace technology and trying to convert it into two-wheel technology. **Not only would you have to concern yourself with power, but you'd have to figure out how to hook it up to a transmission. And then what kind of a transmission would you want?** A five-speed? A six-speed? Or would you go over to an automatic transmission with some kind of converter?

The hydraulic systems that we use today are anything but modern and there are better ways of accomplishing suspension. I couldn't tell you exactly how because I'm not a hydraulic engineer. Maybe an air over spring system or just an air over hydraulic system with no springs in them, which would seem more adjustable and usable.



Another area I think will see gradual progression is materials. Think about ceramic coatings on parts where there's either a high friction load or a high heat load. That would increase the longevity of parts and, therefore, the overall durability of the bike.

If you really want to talk about what the future is going to bring, look at what is happening with automobiles and trucks as far as computers and software-driven management systems. They allow adjustability to road conditions as well as monitor wear and tear and engine conditions. **Engine management that is adjustable by the rider on the road without any kind of tool is doable right now, but nobody is attempting it.** There have been a lot of things invented for improving automobiles that have yet to be applied to two-wheelers, so there's plenty of room for improvement.

We see a big role with the Internet in marketing and sales. You can configure a bike, have the order communicated to us over the Internet, and we'll get back to you in roughly 90 seconds with your delivery date. And that's just the tip of the iceberg when you think in terms of total overall communication between manufacturer, dealer, and customer.

Right now I see a trend where motorcycles are getting faster and more stylish, but I don't see a lot of engineering directed into making them easier to ride or handle for the novice rider. I think there's a lot to be done as far as control systems where you have the equivalent of power steering or intelligent steering, much as you have for a car today.

Realize that the gas engine of today is inherently inefficient. There are going to be plenty of advances coming up, and we'll just have to roll with the changes.

Mike Rouse — UP, UP, AND AWAY

American Eagle Motorcycles
Hollister, California

More horsepower. We've gone to 113 cubic inches and have had great success with it. It's like if you tell me you have a 96 and I tell you I have a 113—I win, right? It's an ego thing. These big block motors are working great because of their tremendous horsepower, torque, and improved reliability.

The future is obviously about less vibration, and when you minimize that you get a happier customer. The smoother the better. Basically the more comfort-oriented you make the bike the better it is, and then you add performance, power, and handling. I think we will see more sport-oriented bikes, too. Once somebody does a true rubbermount Softail, that's gonna be the answer.

Somebody's doing the anti-theft thing so there'll definitely be a reduction in that problem in the future. If you wanted, I could put an automatic garage door opener on your bike right now so you could honk your horn and make your garage door open.

Being able to fly would be cool, on some sort of Space Age thing where wings come out with rockets and everything. Imagine you're riding down the coast one day and you just hit a button and take off for Hawaii. It'd be like a removable windshield, so once you got to where you were going, you could unbolt it fast and then be cool again. That's what I want, anyway.

Lonnie Labriola — ADVERSARIES

Indian Motorcycle Company
Niwot, Colorado

What are your adversaries when you're out riding your motorcycle? Your adversaries are road debris, inclement weather, and cars that don't see you.

What I'd like to see is something that would enable you to detect potholes and road debris ahead of time. It might be some type of radar or visual instrumentation or night vision system to call your attention to road hazards before you reach them.

I'd also like to see a system where an alarm goes off inside a car if it approaches a motorcycle too closely, a piercing tone that deafens the driver and makes him get away from you if he's cutting you off in a lane or pulling out in front of you.

As technology moves further ahead, I don't see why such things won't come to exist. Today you're also →

sometimes limited by what an engine needs as to how it will end up looking. That will change and improve without losing the artistic aspects of an attractive engine package.

The government might get into legislating certain things to help the performance of the bike, like braking, but I think they're going the other way as far as having to wear helmets or leather.

Twenty-five years from now I think there will be more and different cultures associated with motorcycling, based on more and different imagery. **An increasing amount of people who have been stuck indoors will be yearning to hit the open road.**

In twenty-five years I think you will once again experience the fun and excitement of the Indian versus Harley-Davidson rivalry that was so prevalent in the first half of this century. I'm not knocking anyone else, but I think this will be a good, friendly competition—and that we'll kick the rest of the world's butt.

Patrick Keery — MOVING UP

Titan Motorcycle Company
Phoenix, Arizona

I would say it's human nature to always be looking to move up. When you drive a Pinto you can't wait till you get a Taurus, and when you get that Taurus you think it'll be the cat's ass when you can get that Caddy. People are always looking to improve and enhance their own self-image and other people's perception of them.

Our ideology is to be the next phase for people as they transition through this thing we call motorcycles. We've been spending lots of money on research and development and lots of money on tooling so that we can drastically change our bikes and sort of reset our whole product offering over the course of the next 18 to 24 months.

When you look at the level of education of people buying bikes, you're talking college graduates or above. **They read all these publications and continue to evolve about what they want in a bike.** When I got into this it was like the stroker motor was so exotic and 96 inches was the bee's knees. The whole thing just keeps getting ratcheted up.

Like any industry there will be a number of changes. The first thing I see is a lot more specialization, the development of niche markets, which has really been the focus of our business. There are a lot of parallels between the car business and the motorcycle business. **One of the most apparent to us is that the whole motorcycle business is being lifted by an influx of big money and very high-powered, highly educated individuals.**

I believe we're going to see neat things like fuel injection, alarm systems, global positioning systems, and further motor enhancements where you'll get more horsepower with less vibration. **I like high-tech innovations, but too much gadgetry can make me nervous. In my mind simplicity can be one of the most beautiful things.**

The whole industry has been enhanced over the last several years, and I believe the next natural evolution for the market will be a shakedown where you have the people who don't have the money or the horsepower-manpower wherewithal will fall out or get left behind. Then you're going to see some of today's companies who are positioning themselves excel and grow quickly.

It's always scary when you mention the government in any context that impacts how you run your business. It can often be capricious or unrealistic and who knows which lobbying group will be pushing what issues in the future. *—Mark Petterson*

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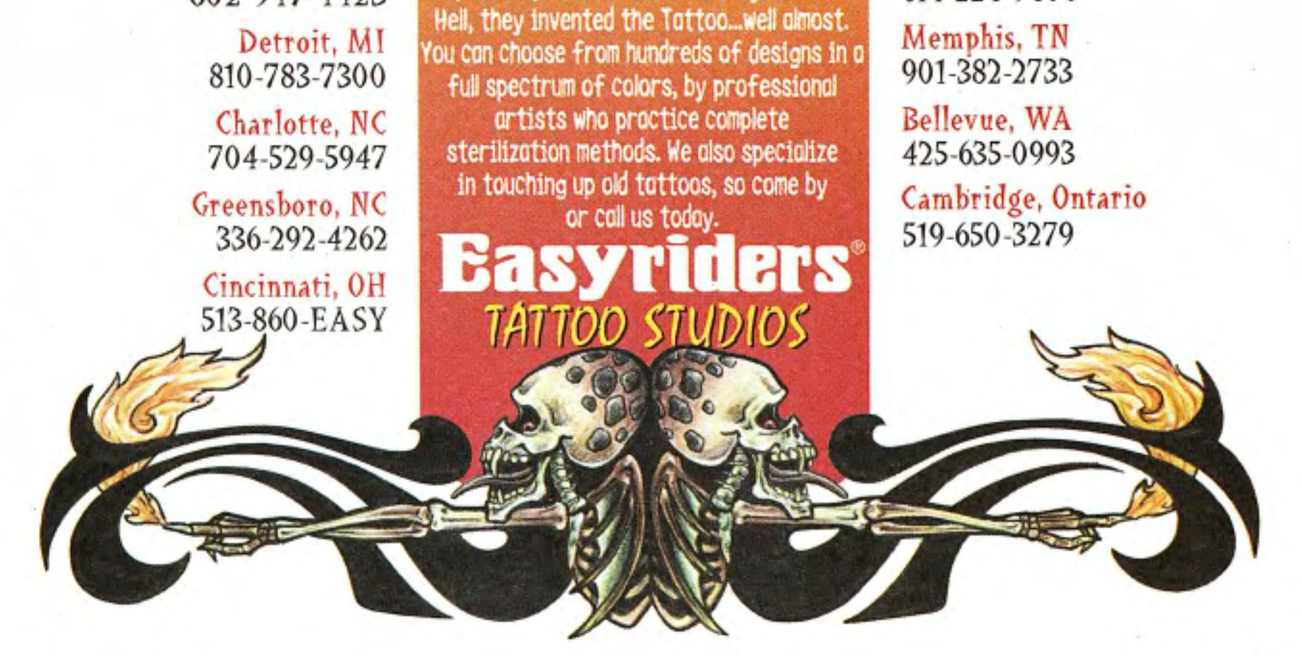

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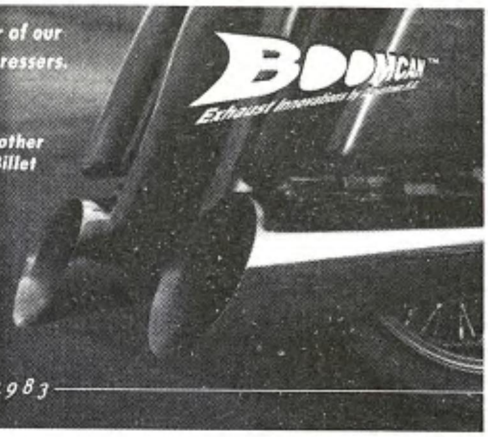

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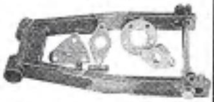

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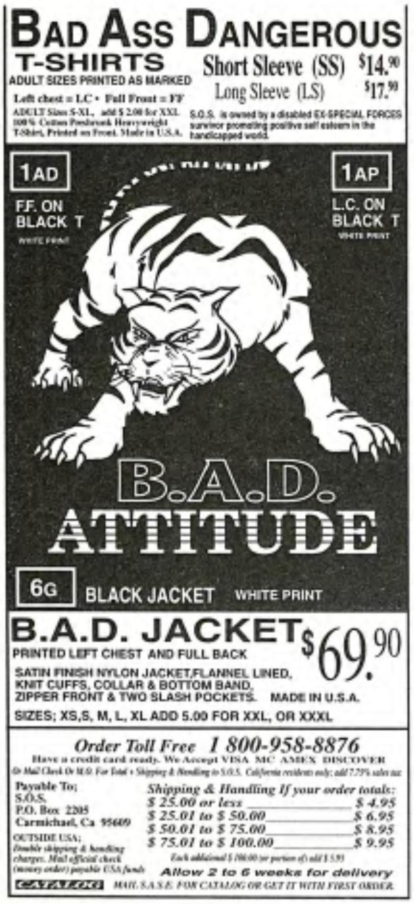
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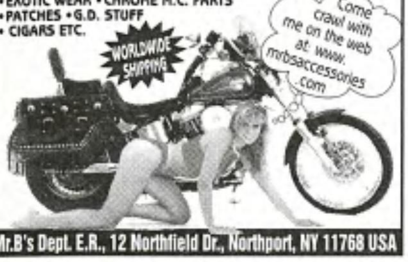

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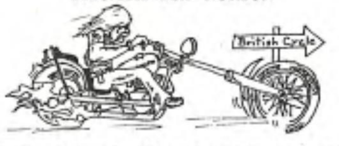

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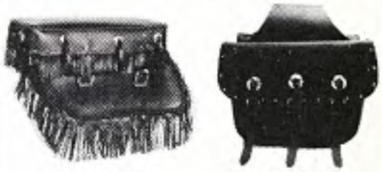

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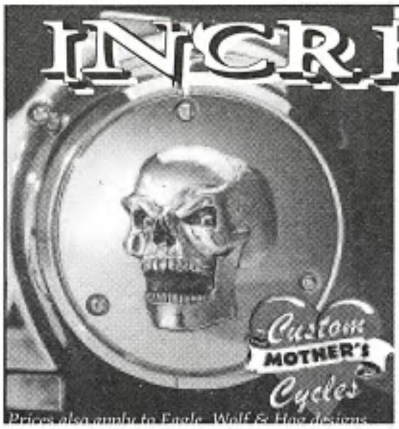

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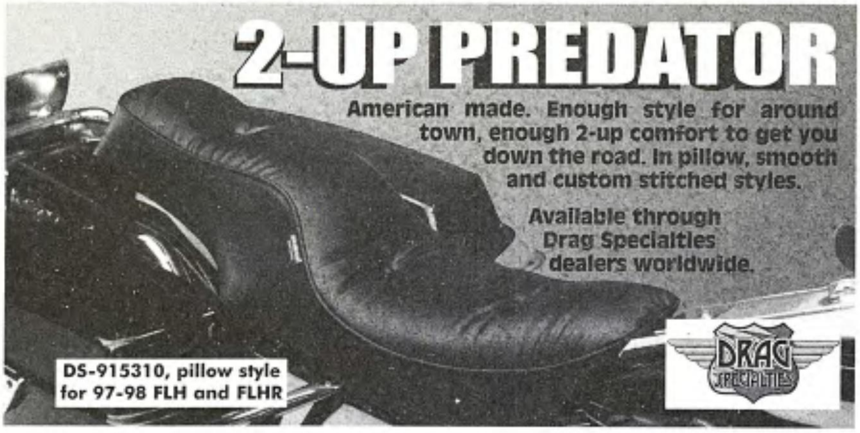

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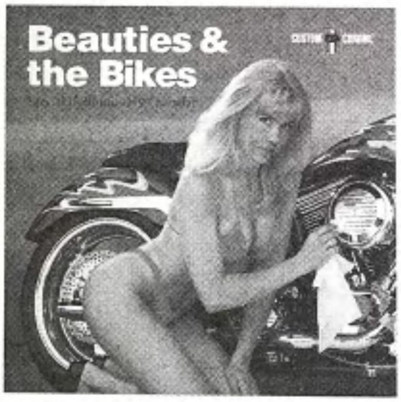

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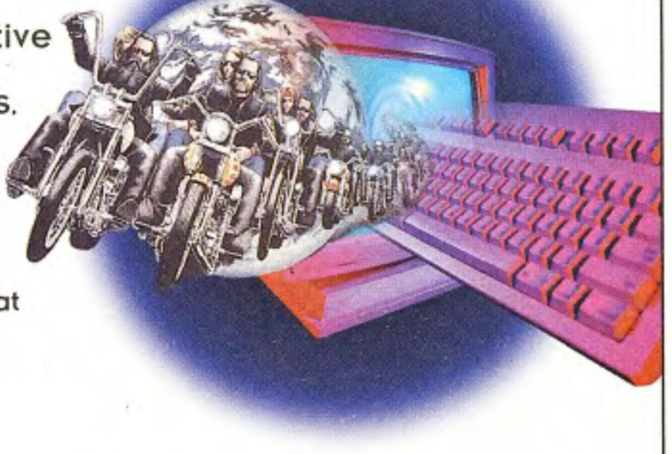

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Rip's Tips

Windshields And Fog Lamps

I know that many of you readers don't use windshields for one reason or another. Maybe you think you don't need one, or that they don't look cool. This tech tip is written for those of us who put the miles on and realize the value of having one bolted to the front of your putt.

A few years ago I flipped my FLHS and wiped out the stock windshield, plus all the sheet metal. When I replaced the windshield I thought that a smoked one would look cool. Well maybe it does and maybe it doesn't; it all depends on how you look at things. Anyway, I found out quickly that it was pretty good on a bright sunny day, but at night it was harder to see through. It's an option to weigh if you're thinking about getting one.

Something else to consider is cutting the windshield down. I figured how to cut them down where they still work reasonably well for my height (6'1"). My last two road bikes have been FLHTCs, so it's been a matter of going at it slowly till I've gotten the windshields where I want them—which turns out to be 7 ¼ inches on the ends and 8 inches in the center. Once you cut it down it can't be put back, right? Softail-type models can be adjusted up and down 2 inches.

I have it set up so that when I'm riding in bad weather, the windshield catches the rain and the wind drives it over my head. I don't make the cut oval-shaped either, like I've seen some people do. They may think it's cool-looking, but the way I see at it, why have a windshield if it's cut down so low that its effectiveness is lost? In other words, I leave the edges on the windshield and cut it more or less straight across. The edges do get rounded off but very slightly, just to break the sharp edges. I have it where I can look over the top of the windshield if I sit up straight in the saddle when I need to. Otherwise, I scrunch down behind it and let the main blast of air go over my head.

Of course, the folks at the factory supply three different heights. The way to replace them is by removing the headlight, then unbolting the small bolts that hold the two halves of the fairing together. There is also the matter of the two bolts on each side of a pair of braces that you will see once the headlight comes off. If you have the time to replace it yourself, this may be the way to go.

Rider's view (Sugar Pai).

They work damn good.

Up, up, and over.

Photos: Rip

Ultraviolet rays from the sun attack windshields, so if you park your scooter indoors during daylight hours it stands to reason that your windshield will last longer. Of course, most of us would rather be outdoors putting on the miles. While I'm at it, I might as well warn you about those handy-dandy windshield washers found at many filling stations. You know what I'm talkin' about, the ones with the wooden handles and a coarse sponge on the other end, usually found in some sort of foul-smelling solution. They may be a quick way to clean your windshield, but they are primarily made to clean windshields on autos, which we all know are made of glass (windshields for bikes are made of plastic). Do I need to draw ya a picture? Yeah, they leave small scratches that eventually fog your windshield and make it milky-looking.

That, my friends, is a good segue into writing about fog lamps, which I like to use. Any of us serious riders who have been caught in a fog bank know the value of using fog lights. Ever since I got caught coming into Colorado Springs, Colo., late one night, I've used fog lamps instead of spotlights. The factory manual calls them passing lamps. Many riders leave their passing lamps on all the time, pissing off automobile drivers when they come up behind them. I think fog lamps aren't as obtrusive, and the cage drivers are less likely to slam on their brakes in front of you, as one driver did to me in Florida. Think about it.

That's about it this time around. Hope these tips help keep the road ahead clear. *—Rip*

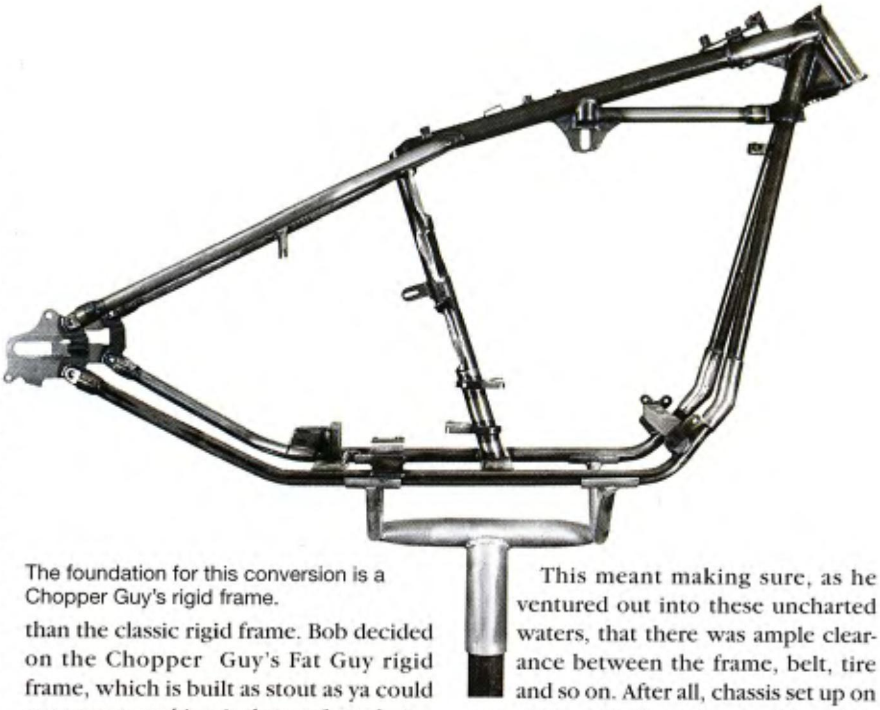
TechTips

Double-Take
Building A Fathead Barhopper, Part One

Well, ya just know we're all waiting for the day to arrive when the new H-D "Fathead" 88-incher would find its way into a street custom, and, at last, that day is upon us. Enter Bob McKay, of Bob McKay's Harley-Davidson up there in Shallow Lake, Canada. Seems our northern neighbor was itchin' to be the first dog on the block with a Twin-Cam-powered bar blaster, and as luck would have it, we were right there with him to follow through some of the more crucial steps. To this point, we'll browse through the tech involved in getting the rubbermount power train situated in a solid-mount frame. And as the project nears completion, we'll bring ya back to see the final results. So let's dig in ...

As with all good things, sometimes there is sacrifice involved. And in this case, the brand-new H-D power train had to come from somewhere, so a '99 FXD was selected to become the "donor" bike. With the heart of the beast carefully removed, the operation could continue to the trickier phase of creating a hybrid scooter made of parts and tech from something old and something new.

Since the order called for a barhopper, there could be no other choice of chassis than the classic rigid frame. Bob decided on the Chopper Guy's Fat Guy rigid frame, which is built as stout as ya could ever want, making it the perfect choice for this project. Why? Well, remember, we're dealing with a rubbermount power train here, so that all-but-useless seat post we have in rigid, Softail, and FX-style frames had to go. Once it was cut out, Bob added some additional bracing of his own, which would also mount and locate the back-half of the Fathead power train.

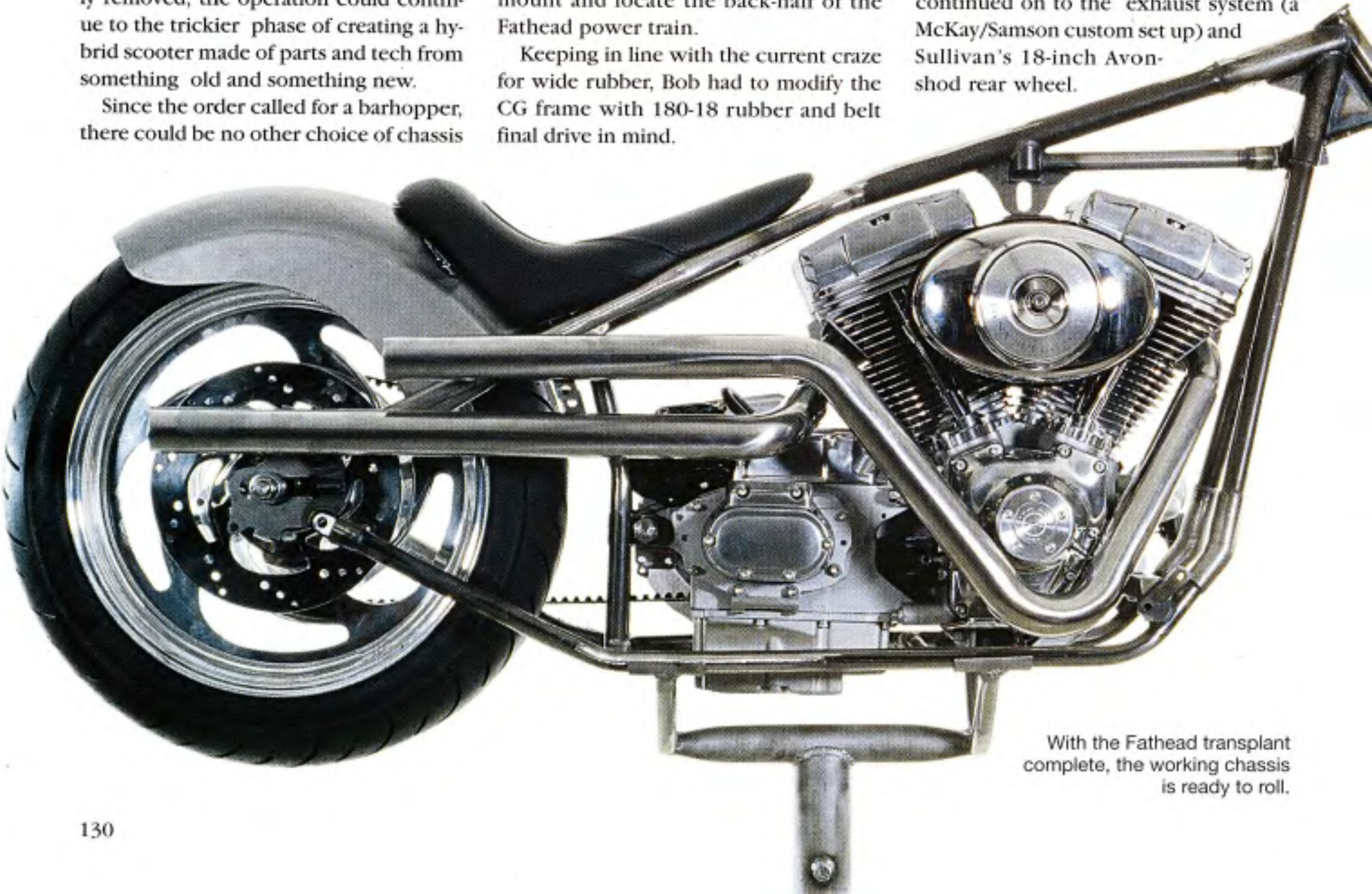


The foundation for this conversion is a Chopper Guy's rigid frame.

Keeping in line with the current craze for wide rubber, Bob had to modify the CG frame with 180-18 rubber and belt final drive in mind.

This meant making sure, as he ventured out into these uncharted waters, that there was ample clearance between the frame, belt, tire and so on. After all, chassis set up on an existing platform is one thing, but when you're doing something hybrid like this, you can never be too accurate.

Frame mods complete, there was only one thing left to do, and that meant sticking the 88 into the frame to check things out. Measurements and clearances met with Bob's approval, so the mock-up continued on to the exhaust system (a McKay/Samson custom set up) and Sullivan's 18-inch Avon-shod rear wheel.

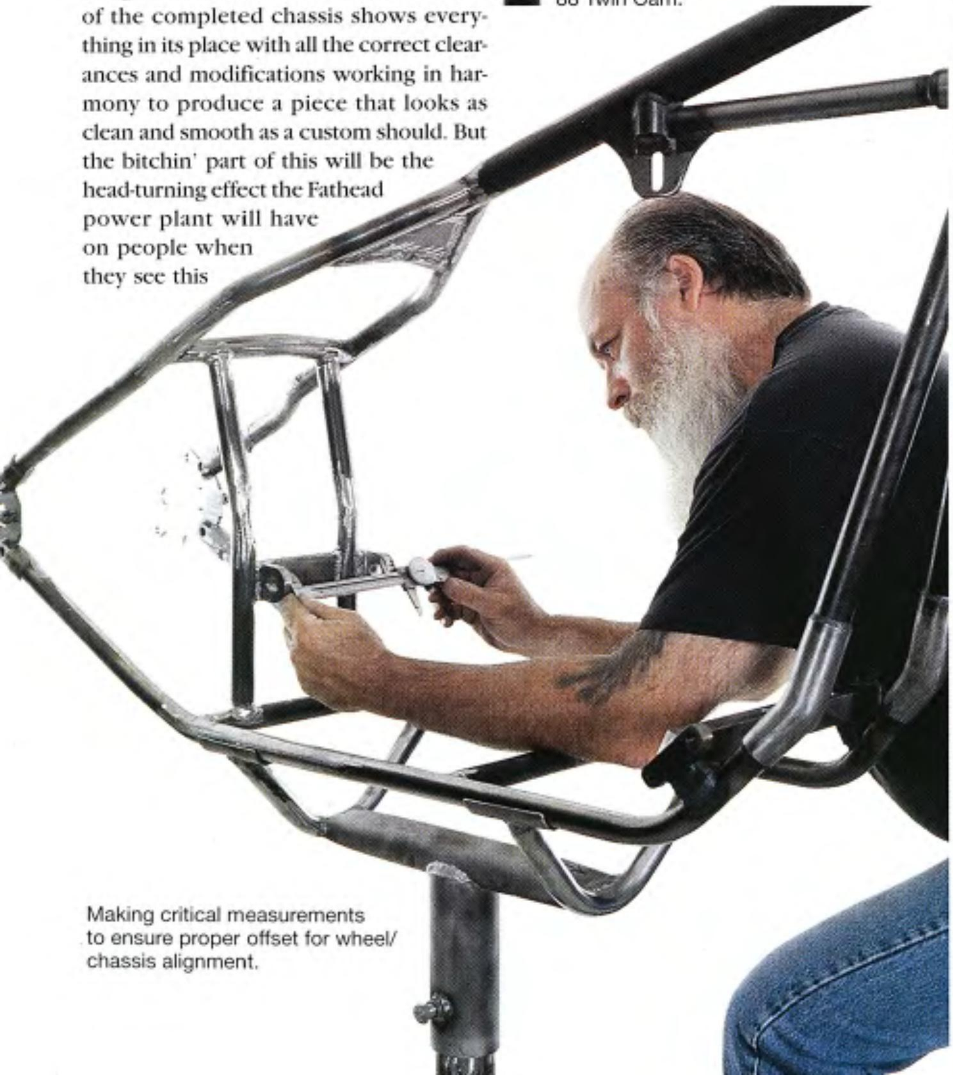


With the Fathead transplant complete, the working chassis is ready to roll.

And in cases such as this, you don't want to hide too much of that fat rear wienie, so a Jesse James rear fender was selected, then modified with internal struts to maintain the clean lines Bob had in mind for this wild ride.

Watching Bob handle this not-so-simple task kinda made it look like this is something he does all the time. A last look-over of the completed chassis shows everything in its place with all the correct clearances and modifications working in harmony to produce a piece that looks as clean and smooth as a custom should. But the bitchin' part of this will be the head-turning effect the Fathead power plant will have on people when they see this

See the difference? Downtube and rear engine/tranny mount removed to make room for the 88 Twin Cam.



Making critical measurements to ensure proper offset for wheel/chassis alignment.

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slick rigid, then stop to do a double-take once they realize there's more going on here than first meets the eye.

Once Bob gets the rest of the fabrication handled, we'll waltz ya through part two and deliver the goods on this sleek, slick sled. Stay tuned.

—Wordman

Photos: Charles Van Den Duden

Source

Bob McKay's Harley-Davidson
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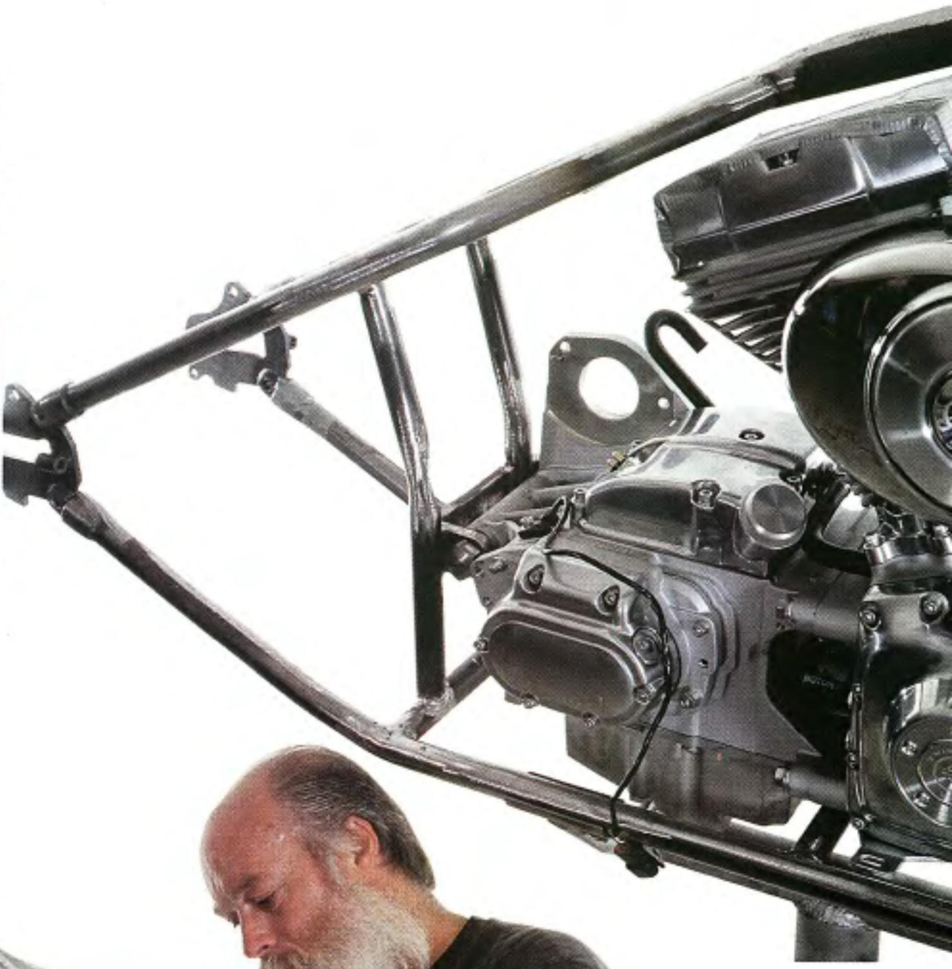
Shallow Lake, Ontario,
Canada NOH 2KO
(519) 935-2424
(519) 935-3028 fax



Close-up of the new rear mount for the Fathead power train.

Trial installation of the new 88-incher into its new home.

Fitting the Jesse James rear fender modified with internal struts.

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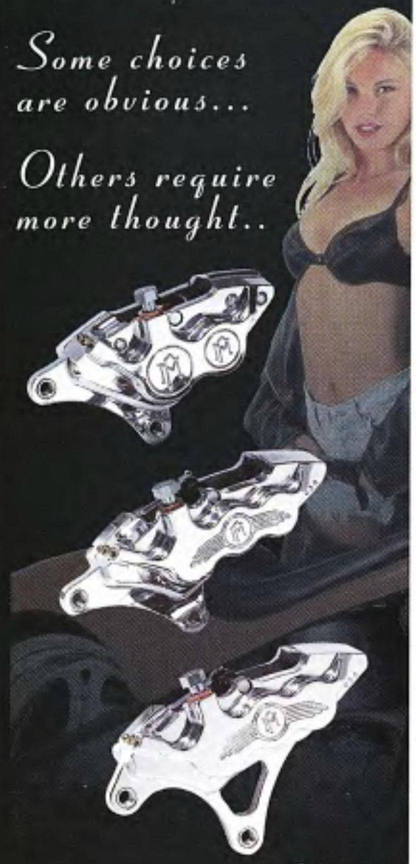

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TechTips

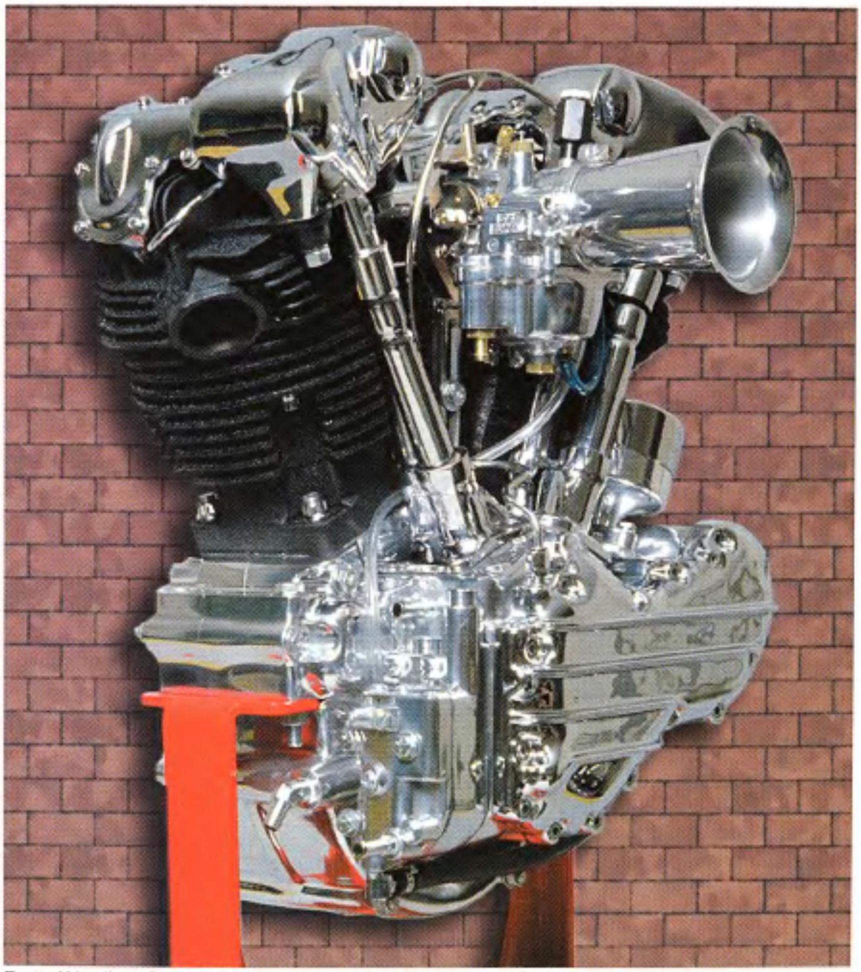
Signature Series V-twins
The Future Of Tradition

In a world that seems to have abandoned its mechanical heritage—some would say the soul itself of motorcycling—the clever crew at Accurate Engineering keeps the past alive with its Berry Wardlaw Signature Series V-twin line of Knuckle-, Pan-, Shovel-, and Evo-style engines.

With one foot planted firmly in the years leading to a final push for victory in the Pacific, Accurate Engineering tentatively toes the line of whether or not to accept the inevitability of internal oil lines as fact, not fiction. Berry Wardlaw appears to be an anachronism wrapped in particularly painful denial concerning V-twin engine technology as defined by the late 20th century.

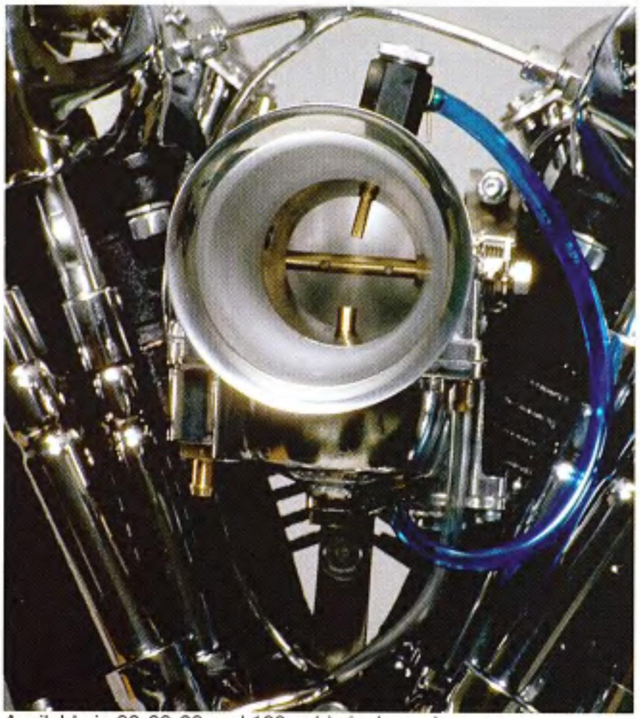
In fact, nothing could be further from the truth.

First—and let's get this straight—he builds an outrageous motor. His 103-inch bathtub head street model dyno'd 114-plus horsepower at the crank, with torque for the same mill kickin' your ass with 113 foot-pounds of Clydesdale-like pulling power. No nitrous, nothing wacky—just workmanlike performance in a dependable package. Or say you need a dual-magged and plugged Shovel? No problem.

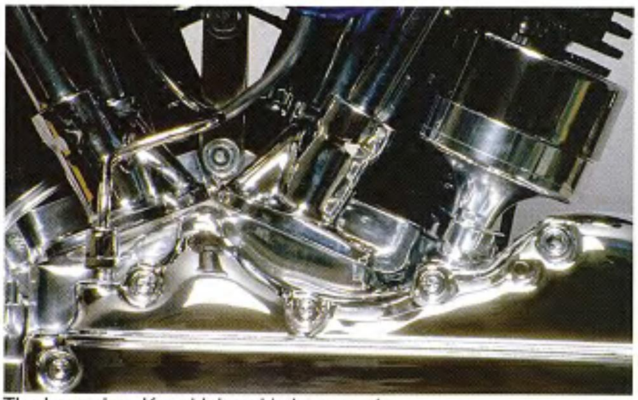


Berry Wardlaw Signature-Series Knucklehead-style engine.

Accurate builds motors to an excess of excellence.



Available in 80-88-93 and 103 cubic inch versions.



The legendary Knucklehead is born again.

No, he's not married to the past. But then again, don't get him started on the inner beauty of a Curtis-Wright radical aircraft engine. He will wear you out.

The thing is, at Accurate—pride and joy of downtown Dothan, Alabama, V-twin aficionados—they do one thing, and one thing only. They build V-twin motors to an excess of excellence and dependability.

And when it comes to V-twins, in Berry's mind, nothing so defines the marque as the heavy, cast iron champions so revered by the die-hards of our lifestyle ... the legendary Knucklehead, and its companion (love 'em or hate 'em), the Panhead. When he gets done with his signature black behemoths, you'd better have a truss support stapled to your butt if you're trying to muscle one around, or they'll sure as hell rearrange your personal furniture.

Building out of their newly enlarged, dyno-equipped, 8,000-square-foot facility, the bulk of their orders are for Pan and Knuckle new construction reproductions and restorations. Why?

According to Wardlaw, "Nostalgia drives a lot of the demand, because many of today's builders never had a chance to own an original. This gives them a chance to construct something other than an Evo or Shovel."

"But then there's something called tradition," Wardlaw continues. "Our customers know these aren't the 'leave you on the side of the road' motors of the past, but technically current adaptations that perfectly express the style, design, and beauty of a bygone era. Let's put it this way—would you rather lead the parade, or follow it? Our motors know where they belong—out in front."

Yes, They Are, In Fact, Better Than Sex

Offered in four displacements—depending on the engine style, either 80-, 88-, 93- (96 for Evo-style), or 103-cubic-inch versions—his motors can't help but draw a comparison to another mechanical masterpiece, the Rolex watch. For the devotee, just running a palm lightly over the polished finning on a gloss →

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black head of a 103-cubic-inch Pan-style motor is the functional equivalent of a Santa Fe aura massage.

But why would a builder, or anyone, consider one of these Pleistocene-era monsters? "First, there's a personal expression. With the dependability and longevity of these completely new early-style engines, it's easy to distinguish the theme of your bike.

Wardlaw says, "Anyone can use an Evolution engine—and they are good engines—but from the appearance standpoint, there's a lot more to work with on the early mills. And mechanically, well, ours run just fine using an electronic ignition, modern carburetion, and efficient charging systems. They hook up perfectly with any four- or five-speed tranny, using belts or chains, kick and/or electric start."

Buyers can mix and match top and bottom ends, generator or alternator, in a variety of finishes, for a uniquely mechanical look that doesn't sacrifice reliability or streetable performance.

All polishing and painting is done in-house. The gorgeous, glossy, mirror-like acrylic finishes available for cases and cylinders are fastidiously prepped, primed, and shot in your choice of standard or matched base coats, before clearing and carefully timed cure that insures maximum hardness and years of service. (Wardlaw says that the tendency of powdercoating to chip and peel makes it a non-issue in the engine finish department.)

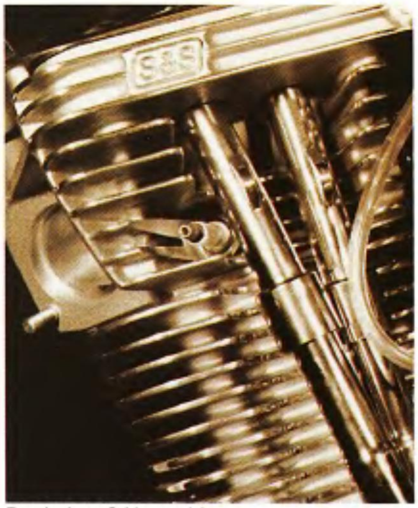
For this 40-something visionary whose compulsion seems to be wringing the last drop of mechanical excellence from the occasionally unwilling, the heart and soul of riding lies in the steel and iron predecessors of today's sanitized, albeit efficient, alloy power plants. And while he's the first to acknowledge the strengths of modern-era V-twins, they don't, as a rule, cause an emotional tear to form.

So why invest so much blood, sweat, and charge card slips on inefficient, out-of-date engines? Stand back and listen.

"Just Damned Cool!"

"With the quality of machines, machine tools, foundry techniques, components (along with proper assembly techniques), and with tested and proven component combinations, these style engines are not out of date, nor are they inefficient!" Wardlaw exclaims. "Are they squish-chambered, five-valved, overhead-cammed, fuel-injected, state-of-the-art engines? In a

Accurate's awesome Evo-style motor..



Dual plugs? No problem.

word, *no!* That is not the intention.

"These engines came from a period of time when aesthetics were as important as the function of the engine. These engines are just plain beautiful, and we're continually finessing and testing to make them work even better by considering oil control, crank breathing, valve and port work, piston and combustion chamber shapes, roller rockers ... just to name a few of the areas of concern. With all of this aside, they're just damned cool." →

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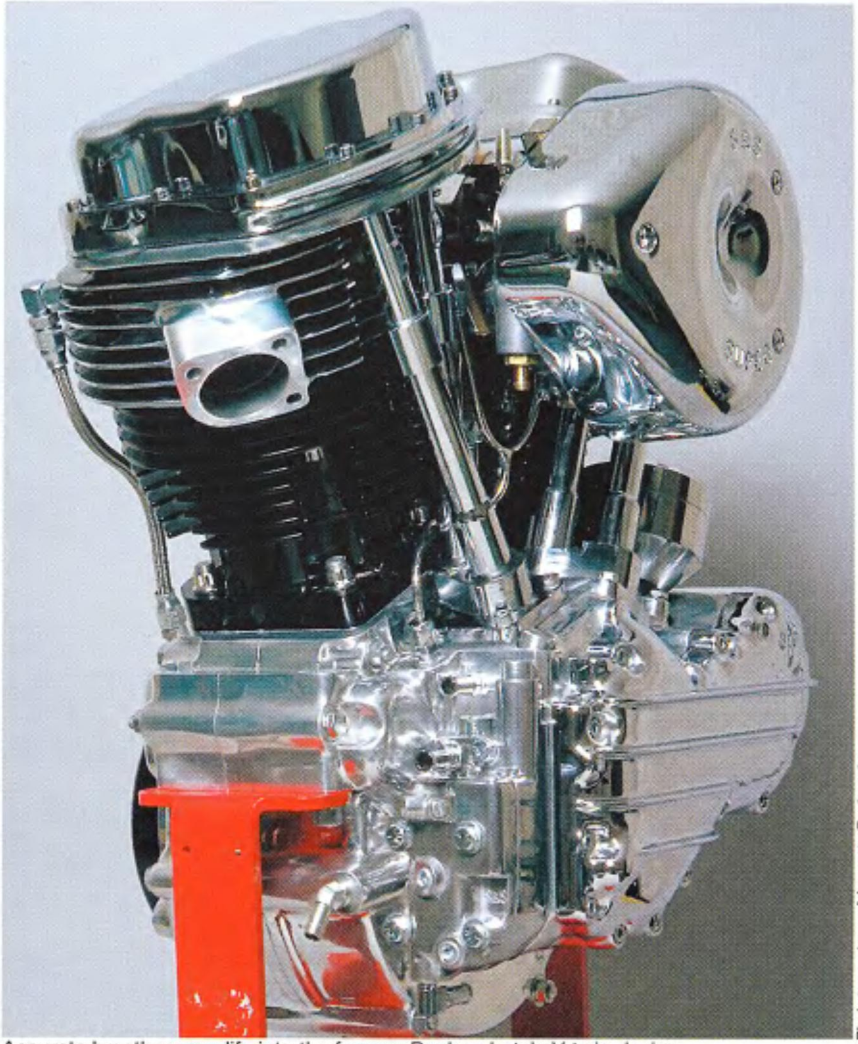
How They Build

The first item on the organized and detailed corporate philosophy checklist is to match the customer's riding habits to the engine. Then, following a 120-step process that includes measuring, polishing, milling, checking, adjusting, torquing, rechecking, retorquing, and admiring their way of making an engine so sterile it glows in the dark, and so pretty it seems headed for the Museum of Modern Art, the back-room wizards carefully, methodically construct a smooth as silk ride that goes the distance.

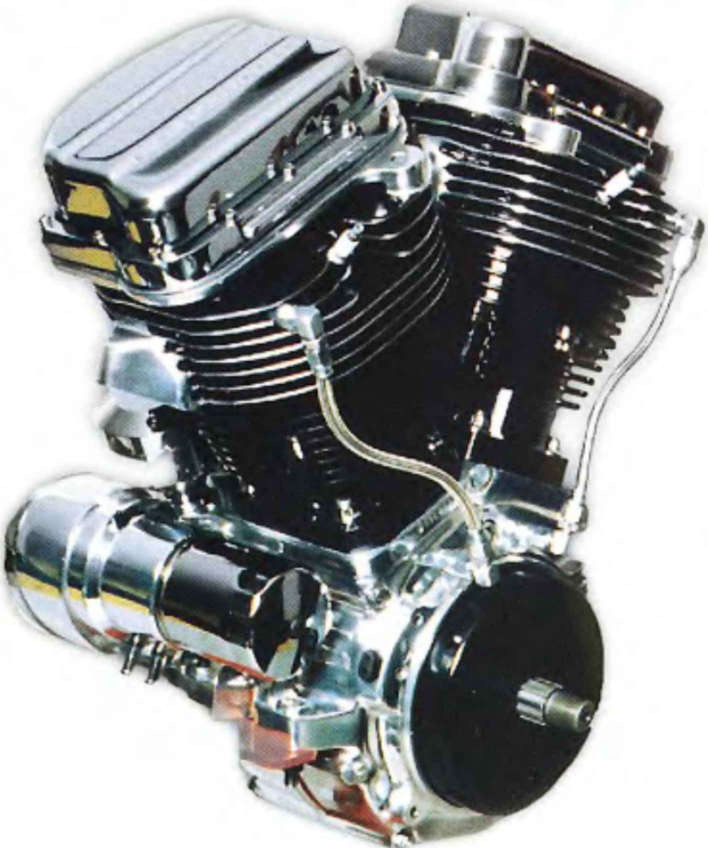
Inside and out, there are dozens of details and invisible agents at work, busy making what Wardlaw refers to as "free horsepower," maximizing the potential of each and every V-twin assembled in his shop and shipped to discriminating purists throughout the world. In many ways, his methods are so simple you wonder why this product seems so unusual. By making sure round things are round, smooth things are smooth, and a thousandth is just that, he sweats the small stuff so the big stuff can take care of itself.

Berry's quick to confirm that, individually, his tricks of the trade make a very small, barely measurable, difference. But take a couple dozen tricks, add 'em up, figure in a synergy factor of X, and you've got a very potent mill that'll dig in, run harder, and live longer than other similar combinations that are simply bolted together



Accurate breathes new life into the famous Panhead-style V-twin design.

Photos: courtesy of Accurate Engineering



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and shoved out the back door. All necessary, if you're going to offer, and stand behind, a 12-month, 12,000-mile guarantee that sticks out like a sore thumb on an FXR with a dead battery. And that's why you'll find his signature where everyone can see it ... out in front.

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—John Siebenthaler

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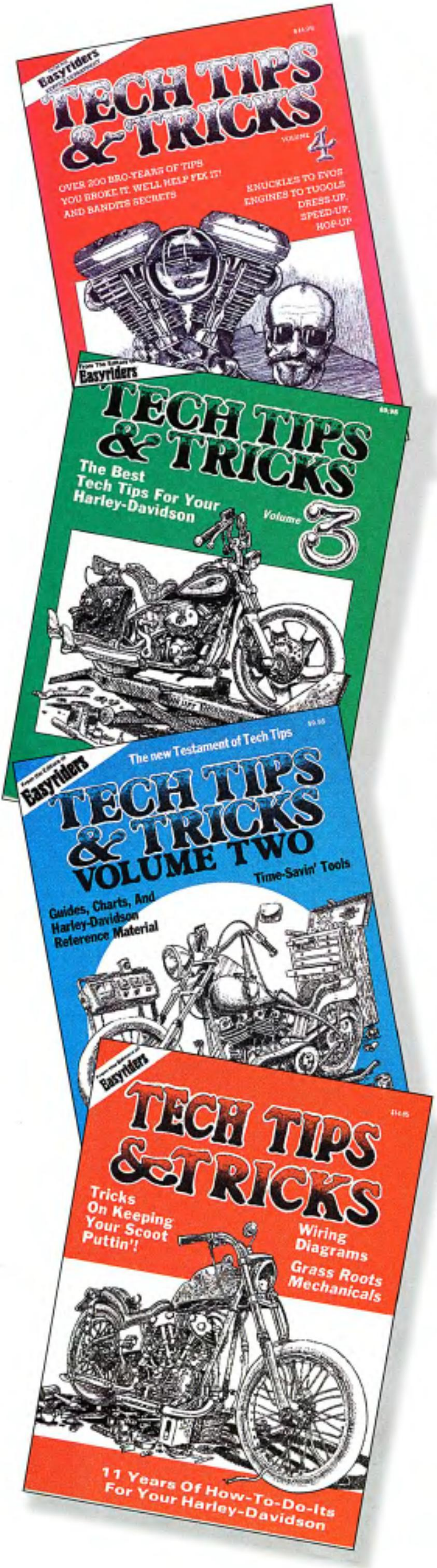

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Glenn Merritt
Bellingham, Washington
1987 Heritage Softail

The phone interview for this bike went something like this:

"Hi, my name is Trash, and I'm writing a story on your bike for the Readers' Rides column in *Easyriders*."

"What bike?"

"The one you submitted to *Easyriders*."

"I never submitted a bike to *Easyriders*."

"Well, *somebody* did. We have your name, your phone number, and pictures of your bike."

"Listen, I never submitted anything to anybody ... are you a cop?"

"No, I'm a writer, and I was given the assignment to do a story on an '86 Heritage Softail. It's burnt orange with flames and there are graphics of a guy wearin' a sombrero on the tanks and front fender—a real nice-lookin' bike. Also, there's a dog—looks like a pointer—in some of the photos. Sound familiar?"

"Hang on a minute," Glenn said.

A minute later he came back and said, "Yeah, that was my bike. I sold it a while back, but I still have the paint job."

"How in the hell do you still have the paint job to a bike you sold?"

"I kept the tanks and fenders. But I never submitted it to *Easyriders*, so someone else must have. And I don't know anything about a dog."

"Well, can we use your ex-bike in the Readers' Rides column?"

"Sure, but I don't remember much about it."

He did recall that the paint and graphics were done by Tricky Ricky and that the motor and assembly were by Bellingham Harley-Davidson. But that's all he really remembers about it.

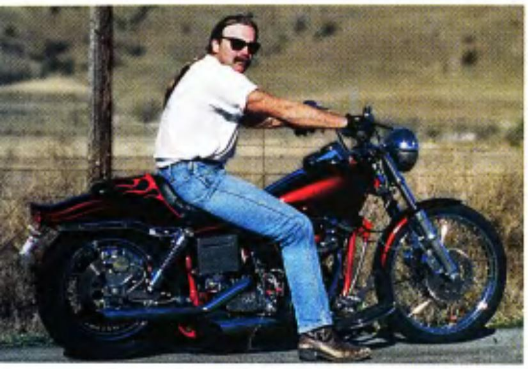
So that's the way this story goes. What you see is what we know—nice-lookin' bike, good-lookin' dog, and something of a weird story. *—Trash* →

Photos: Billy Tinney

ReadersRides

Ken Shofner
Tehachapi, California
1981 FXS Lowrider

Bikes costing $30,000 to $40,000 are commonplace these days, and even a semi-complete basket case can cost you four to five grand. So what can someone with mechanical smarts and a few cost-cutting tricks create? Starting with a box stock bike and a tight budget, Ken Shofner wanted to see just how little a good bike could be built for, if all the pennies were watched closely and he did the work himself.



First, Ken traded an '81 front end for an '84. He extended it 3 inches, and with a little machining, designed a speedo drive for it. He left the lower end stock, but did a top end rebuild himself. The valves were OK, so he lapped them and reinstalled 'em back on the bike. He bought an oversized set of rings and ground them to fit the bore. The cam is stock, as is the carb, except for an adjustable main jet kit.

The steel braided brake lines are real, but the fuel, oil, and vacuum lines are the slip-over kind, a substantial money-saver. The rear brake caliper anchor pin was sloppy, so he cut a Sportster kickstart bushing in half, and with a little drilling, it fit nicely—a 75¢ fix.

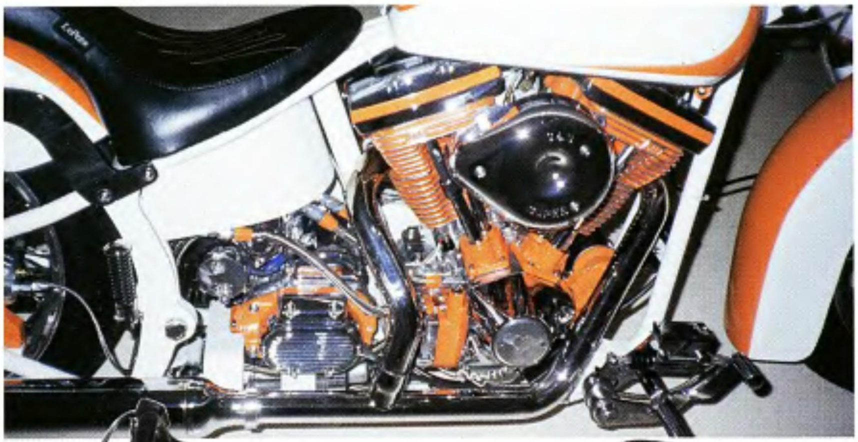
He did indulge himself a little. Everything that looks like brass is actually 24-karat gold-plating done by AC Plating in Bakersfield. They also did the chrome. Road Dog Cycle in Turlock supplied the forks, trees, and sheet metal. Ken painted the bike in his garage using seven coats of candy red and 15 coats of clear over a silver base.

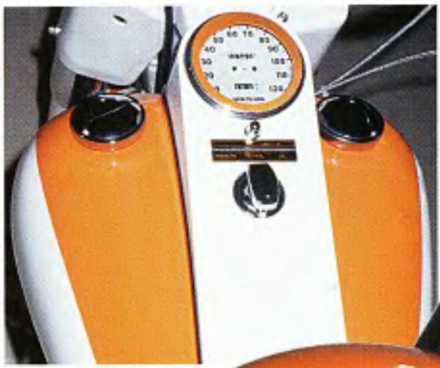
Total cost, about $8,500. Here's proof that you can build a bike cheap without sacrificing ridability or looks. —*Trash*

Photos: from owner

Sugar Bear
Gardena, California
1996 Heritage

When canvas was scarce, the old master painters would sometimes create a new painting over an old one they weren't satisfied with. Some really great art must have been lost to us as a result of this practice. Artists think differently than the rest of us, I suppose. For much the same reason, the bike you see here no longer looks like this. Why? Because it wasn't "chopper" enough for Sugar Bear. His motto is: "If it ain't long, it's wrong!"





Photos: Paiko Hartman

At his shop, Sugar Bear's in Gardena, California, Sugar Bear builds frame and springer combinations in various lengths, up to 40 inches over stock. A 15-inch over springer he built 25 years ago is on the cover of the November '98 issue of *Easyriders*, and his creations have been featured in the March '96 and the March '98 issues as well.

This bike features a 96-inch S&S motor tucked inside a Heritage frame, just to test some ideas. It's got a high-torque starter, shaved tranny gears, a Rivera belt drive, stock wide glide forks, a Le Pera seat, a custom dash, and the orange and white paint is all powdercoated. Problem is, it wasn't long enough for him. He is of the "old school" of chopper builders, and couldn't stand the "stock" bike.

After about 1,200 miles of riding, he decided that in order to be true to himself, he had to tear this stocker down and build a true chopper.

"Once a chopper rider, always a chopper rider," Sugar Bear says. He cut the frame, extended the neck 5 inches, changed the rake from 38 to 44 degrees, and installed one of his 25-inch over springers. We don't have photos of the end result, but if it's a Sugar Bear bike, I'm sure its worthy of the "chopper" distinction.

—Trash →

ReadersRides

Photos: Rick Kline

Art Martin
Quakertown, Pennsylvania
1995 "Sporty Five"

You know when you get up in the middle of the night to take a whiz, then try to go back to sleep again and you can't! Doesn't that piss (no pun intended) you off! Then you lie awake and start thinking and dreaming. Well, that's exactly what Art Martin did ... and you're looking at the result of those dreams.

Art's grandfather and grandmother were aerobatic barnstormers back in the early 1900s. While flipping through some old photos, Art saw his grandfather standing beside his 1936 Knucklehead and knew that he wanted one just like it—as a tribute to his daredevil gramps. So Art took to the streets and swap meets, but to no avail.

No here's where the story gets interesting. A deceased friend of Art's had a '59 chopper that his widow wouldn't part with for obvious reasons. Finally, after years of prodding, she finally agreed to sell Art the chopper. So now he had a bike, but it looked nothing like his dream. The '59 Sportster was basically a basket case with an 18-inch over springer front end. The plot thickens ...

Enter Mike McKeever, from Re-Cycles Ltd. of Emmaus, Pennsylvania, a guy Art was told was the "best around for refurbishing and recreating old into new." The two men sat down and discussed exactly what Art wanted—the look of an old 45 Knucklehead with an engine with a little more get up and go. After some serious brainstorming, they decided to go with a custom hardtail frame from Paughco and put his friend's old Sportster motor in it. Hence the name "Sporty Five."

The 61-inch XLCH motor was completely rebuilt by Re-Cycles and now sports an Auto Advance ignition, Manley valves, an Andrews cam and lifters, SU Eliminator carb, and Paughco air cleaner and pipes. Art found the original springer forks at a swap meet.

The Sporty Five has done some time on the show circuit, where it has garnered numerous trophies. But this year Art plans to put it on the road, where it belongs, and log some major miles. After some much-deserved puttin', Art and Mike plan to build an 80-inch Flathead for the street.

The moral of this story? When you get up in the middle of the night to pee and can't get back to sleep, spend the time thinking about what you *really* want, and then go for it ... with a little help from your friends.

—Rick Kline

"No, stop, Prince—bad dog, bad dog!"

The Choice Is Yours

The *Easyriders* Dual-Zip jacket has so many options, the choice is yours.

For starters, the sleeves zip off transforming a rugged leather jacket into a cool biker vest. Perfect for those summer rides when you want to feel the wind against your skin.

And, as if that weren't enough, we've included two rows of front zippers so you can layer up in the winter and still fit into your coat. Additional features include four front pockets and adjustable side buckles.

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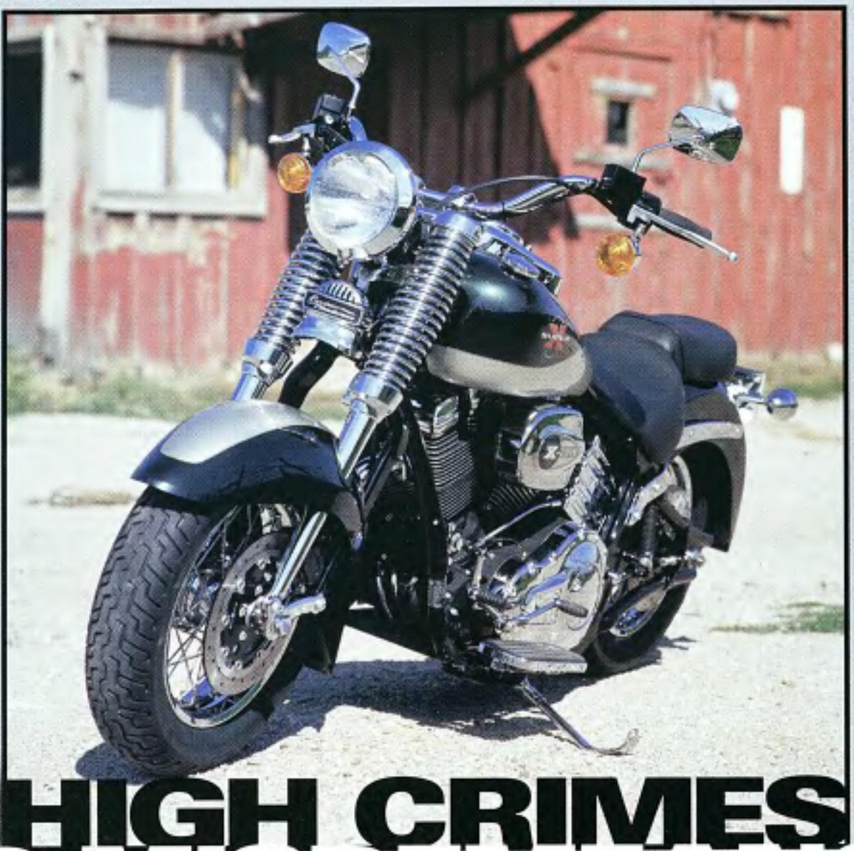
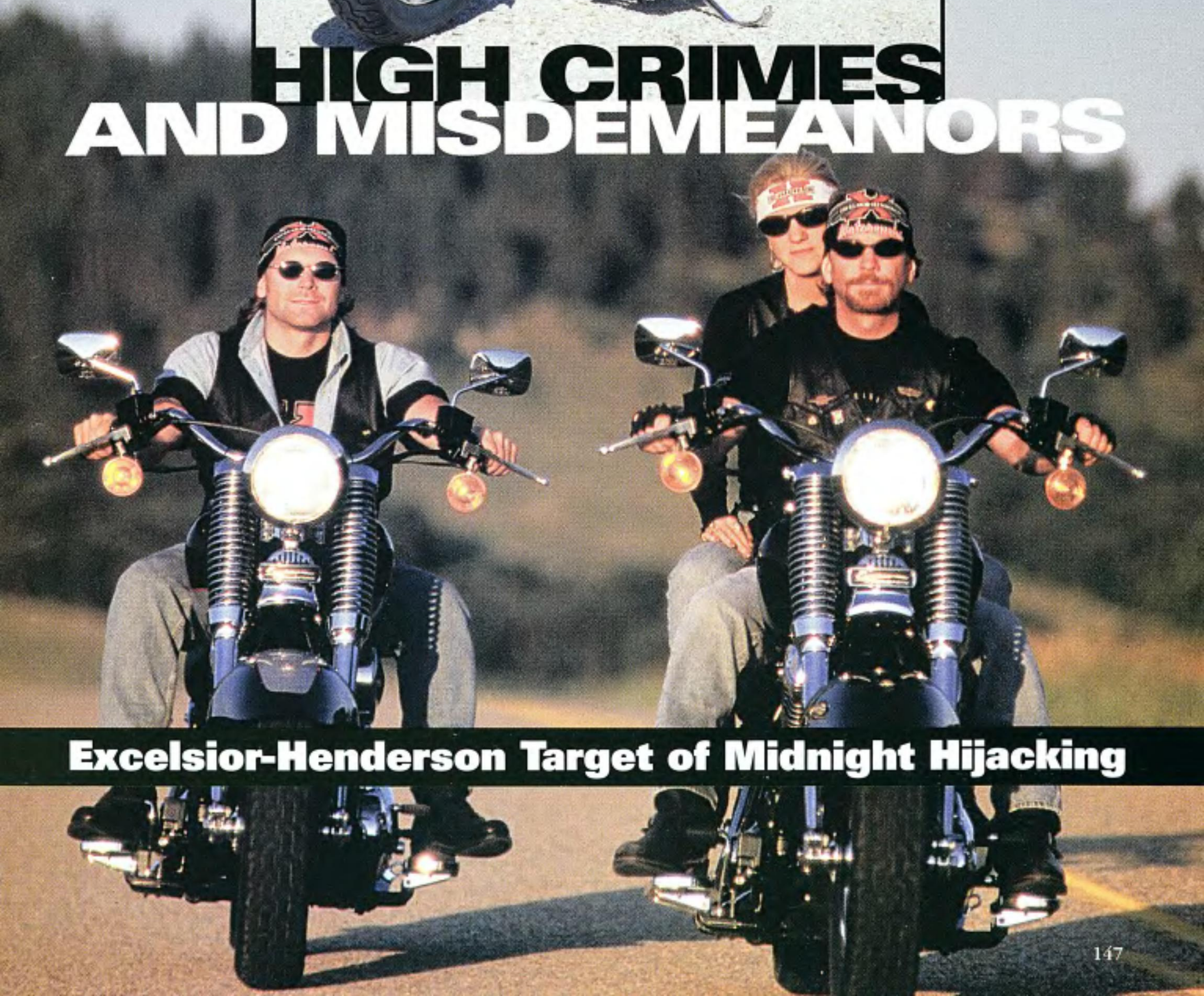




HIGH CRIMES AND MISDEMEANORS

Excelsior-Henderson Target of Midnight Hijacking

Basyriders

Was it a spur-of-the-moment crime of passion or a thoughtfully plotted out heist? Only the mysterious perpetrators know for sure. The underworld mastermind—known only as "Big X"—and his accomplice were captured on film by Excelsior-Henderson's security camera committing a drive-by filching that left the small Minnesota community of Belle Plaine in flagging spirits.

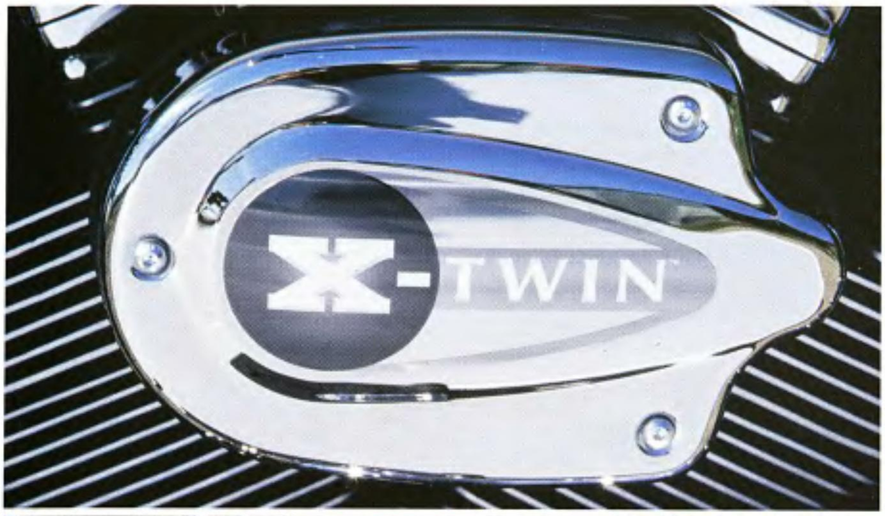
The grainy, black-and-white video images recorded a dark-colored, nondescript pickup truck as it cruised into the company's parking lot slightly before midnight on a late-August Saturday just weeks after Sturgis. Circling carefully to ensure an absence of witnesses, the suspicious vehicle rolled to a stop. With the driver acting as lookout, "Big X" leapt from the truck and, without warning, deftly purloined the official company flag. Within a mere 10 seconds of arriving, the banner banditos squalled off, leaving no other clues save untraceable wisps of tire smoke.

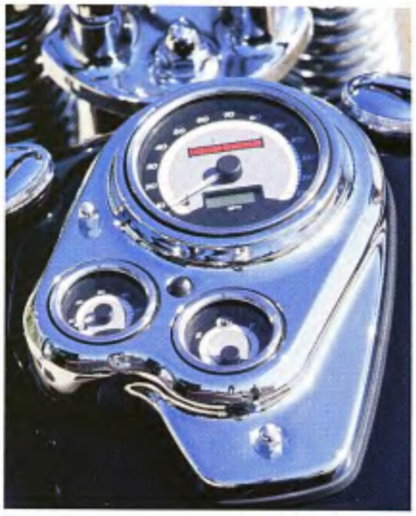
No ransom notes have yet been received.

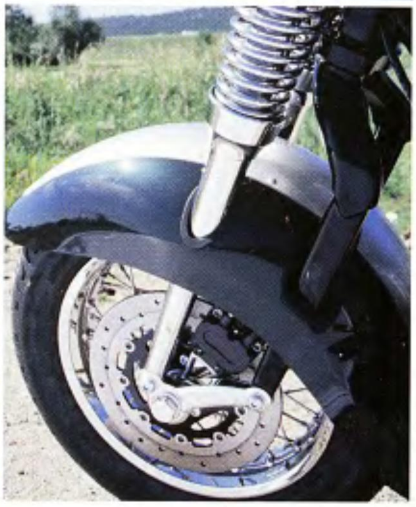
When contacted for an opinion on the August pennant poaching, a noted West Coast lawyer replied: "If their prank was legit, you must acquit. No to the slammer over just a banner. If it was inspired by Sturgis they shouldn't be nervous."

Of course, blame it on Sturgis—the old but successful "Dakota Defense."

It just might hold up in court, too, as thousands and thousands of potential suspects got their first view of Excelsior-Henderson's production-intent Super X at the Black Hills Rally and Races. Response was enthusiastic as many who had seen the earlier, →







Year/make/model:	1999 Excelsior-Henderson Super X Model HCX
Length:	92.5 inches
Seat height:	26.5 inches (with 180-pound rider)
Ground clearance:	5.9 inches
Wheelbase:	62.9 inches
Dry weight:	647 pounds
Engine:	50-degree X-Twin, 4 valves per cylinder, dual overhead cam
Bore x stroke:	3.66 x 4.02 inches
Displacement:	85 cubic inches
Fuel system:	port sequential, closed loop fuel injection
Fuel capacity:	5.5 gallons
Oil capacity:	4 quarts
Exhaust system:	dual staggered
Primary drive:	gear
Final drive:	belt
Suspension	
Front:	leading link, 4-inch wheel travel
Rear:	single shock, 4-inch wheel travel
Wheels:	stainless steel laced spoke
Wheel size	
Front:	3 x 16 inches
Rear:	3.5 x 16 inches
Tire size	
Front:	MT90HB16
Rear:	MU90HB16
Brakes (dia. x width)	11.5 x .236 inches
Instruments:	speedometer, tachometer, fuel gauge, odometer, trip odometer
Color options:	Raven Black, Henderson Blue/Metallic Silver, Excelsior Green/Metallic Oyster
Photos:	Pam Proctor, Excelsior-Henderson

From left: Dan, Jennie, and Dave Hanlon.

less-refined prototypes praised the final result. Two of the most common questions were, "Where is the nearest dealer offering a Super X?" and, "Where is the nearest tattoo studio offering Excelsior-Henderson skin art?"

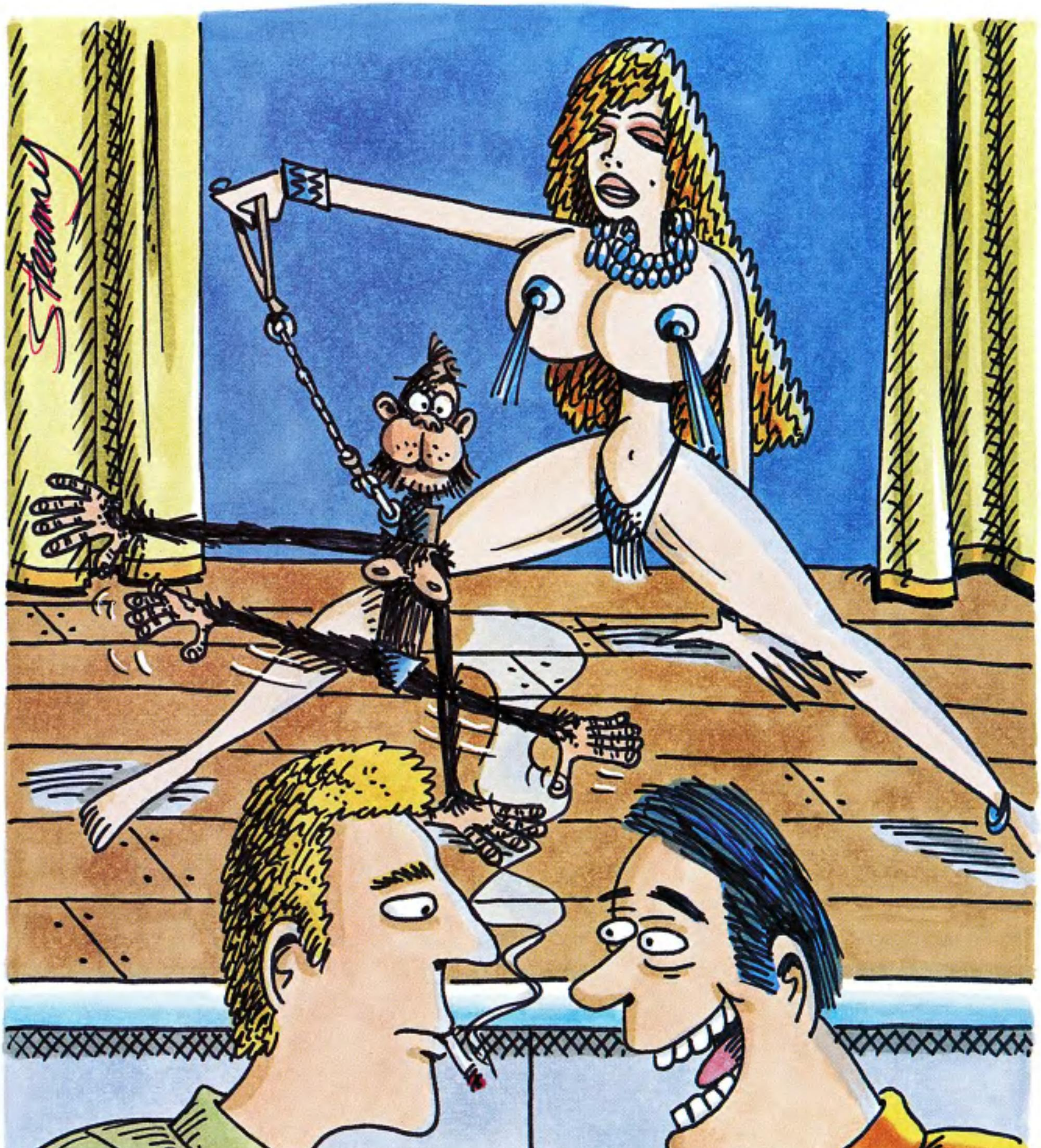
For the entire week lines formed up two hours before the company tent officially opened for business, where a steady stream of enthusiasts got to sit on the bike, crank out the decibels, and try to bribe the brass for a ride.

Two of them may need an alibi.

Back at Minnesota H-Q, security has been significantly beefed up. Company officials would neither confirm nor deny plans to electrify the flagpole, trench out shark-filled moats, or line a perimeter with camouflaged bear traps. Also reportedly under consideration is a lower-tech option code-named "Phydough."

Hijinks or hijack? Sinister malefaction or droll tomfoolery? What deep-running psychological undercurrents can transform your run-of-the-mill rider into a flag-nabbing fugitive? Heredity? Environment? Maybe just blame it on Sturgis.

—Mark Petterson



"Hey! How about that monkey?"

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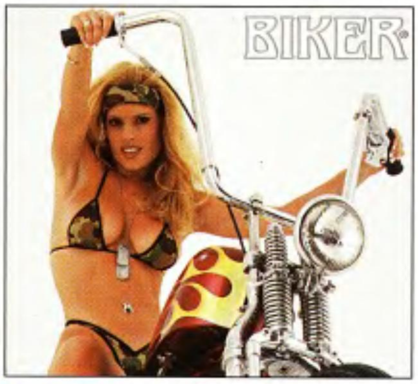
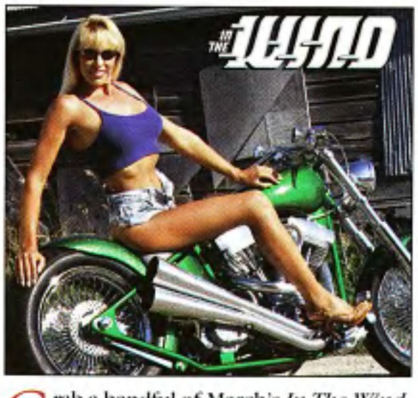
Coming At Ya

The March issue of Easyriders is roarin' in like a lion on steroids! Witness all the mind-melting fun of Daytona's Biketoberfest and find absolutely everything you need to know about Bike Week '99 in our Annual Daytona Survival Guide. We'll also show you how several thousand brave Atlanta bikers raised over half a million dollars at the March of Dimes run for Healthier Babies. Then get in the ring with the rowdy ridin' stars of the WWF, feast your eyes on Bruce Hebron's miniature motorcycles, and ride with the rock 'em, sock 'em two-wheeled Easyriders Demolition Derby. All this plus the hottest honeys to ever squat on a Harley and a bona fide list of biker commandments to live life by. The March issue, #309, is a knockout!

On sale February 2



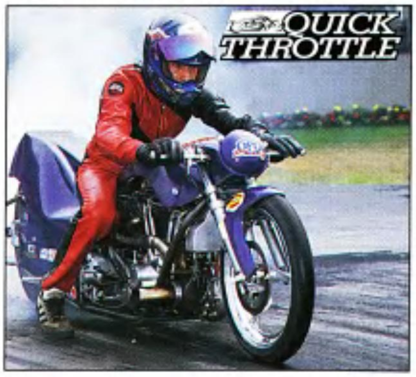
Happy Friggin' New Year! Hold that coldie up high and say a toast to the things that make life great—bikes, babes, bros, and boozy bashes. Find all those things (and more) in *Biker. On sale now*



Grab a handful of March's *In The Wind*, jam-packed with your pics of bikers enjoyin' the lifestyle. Plus, this is our Rodeo Special, where you get a dirt-side seat to all the coast-to-coast action. *On sale now*

If you're a rider who appreciates life's luxuries, like high-class customs, rare antiques, fine cigars and ports, art, and the best places to hang out, then check out the January issue of *VQ*. *On sale now*

Move over Tim Allen, 'cause our Tool Corner blows Tool Time away! Not to mention racing action, the finest custom street haulers, and veritable tech tip madness. Grab the March issue quick! *On sale now*



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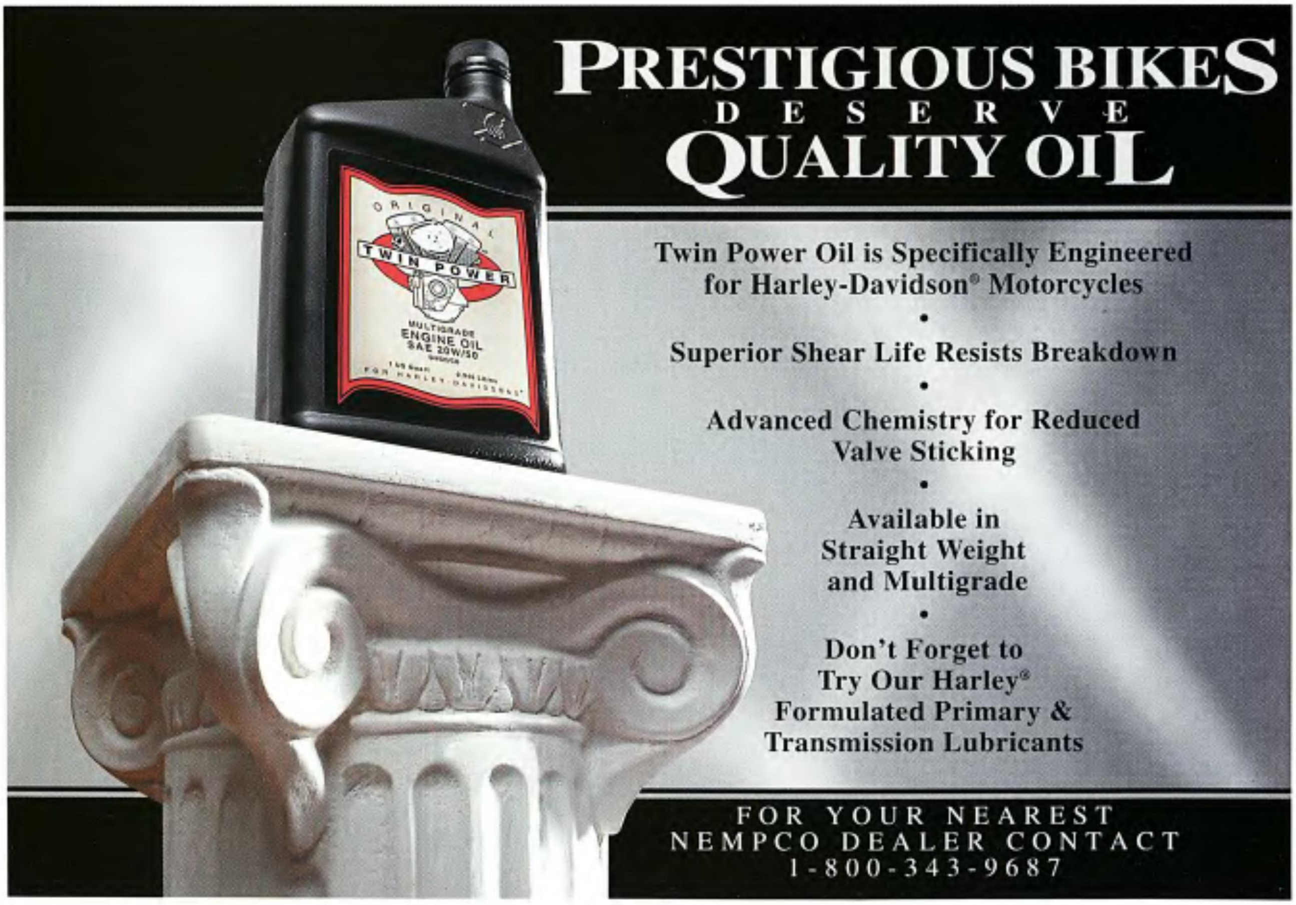

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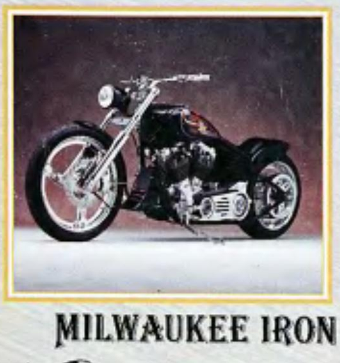

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